

The Hongkong Telegraph

(ESTABLISHED 1881)

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August 13, 1914. Temperature 6 a.m. 79. 2 p.m. 87
Humidity 90. 61

August 13, 1914. Temperature 6 a.m. 78. 2 p.m. 82
Humidity 81. 89

WEATHER FORECAST
FAIR.

Barometer 29.75

2873

號二拾二月六年寅甲

THURSDAY, AUGUST 13, 1914.

四拜禮 號拾月八年亥癸

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

THE WAR.

GERMAN ADVANCE GUARD FALLING BACK.

AUSTRIA INSTITUTES BLOCKADE OF MONTENEGRO.

Heavy Cannonading Heard Near Liege.

[Reuter's Service To "The Telegraph."]

Aug. 12, 6.40 p.m.
The German cruisers Goeben and Breslau have entered the Dardanelles and are searching for steamers.
Germans Falling Back.

Aug. 12, 6.20 p.m.
Belgium officially announces that the German advance guards have begun falling back on the main Army. There is no other news.
Montenegro Blockaded.

Austria has begun to blockade Montenegro.
Montenegro has given the German Minister his passports.
Terrific Cannonading.

Aug. 12, 3.35 p.m.
A telegram from Maastricht says terrific cannonading was heard during the forenoon from Tongres, which is situated 12 miles to the north-west of Liege and about 30 miles west of Aix-la-Chapelle.

Aug. 12, 1.40 p.m.
The German armies are marching from Liege into the heart of Belgium. The German cavalry is advancing all along the front of the allied armies and a hot cavalry engagement is proceeding.

The River Aisne, which was mentioned yesterday in a message by the Official Press Bureau, is a small Belgian stream and not the French river of that name.

French Cavalry Superior.

Aug. 12, 12.30 p.m.
A French official dispatch emphasises that every fort along the whole of the line from Liege to Belfort is intact. Only small groups of Germans entered the town of Liege under cover of the darkness. Some small and unimportant engagements occurred between the French and the Germans. The French cavalry in all the contacts showed superiority.

Landen Reoccupied.

Aug. 12, 6.15 a.m.
The Belgians have reoccupied Landen, an important railway junction in the province of Liege.

German Cruisers Take Refuge.

Aug. 12, 12.35 a.m.
The Official Press Bureau says there is strong reason for believing that the German cruisers Goeben and Breslau have taken refuge in the Dardanelles, where they will be dismantled and interned. The safety of trade is thus almost entirely secured.

For Service Abroad.

Aug. 11, 11.5 p.m.
The South Midland Mounted Brigade, consisting of three Yeomanry Regiments with artillery, etc., has volunteered for service abroad.

Liege Forts Holding Out.

Aug. 11, 11.5 p.m.
The Official Press Bureau announces that there is reason to believe that the mass of German troops on the western frontier is distributed between Thionville and Liege, and that Lorraine is held comparatively lightly.

It is believed that the forts at Liege are still untaken.

Austrian Troops in Alsace.

There is every indication that Austrian troops have entered Alsace.

The Patriotic Spirit.

Aug. 11, 10.10 p.m.
It is officially announced that besides the Territorial units which for some time past have accepted liability to serve overseas, further volunteers are now being asked to follow their example. A great response is anticipated. It is probable that whole Brigades, and even Divisions, may come forward.

South African Troops.

Aug. 11, 4.5 a.m.
It is officially announced in Capetown that the Imperial Government, acting on the suggestion of the Union Government, since the outbreak of the war decided to remove the Imperial troops. The Government has undertaken the defence of the Union and will organise and equip an adequate force for replacing the Imperial troops.

Big Battle Pending.

Aug. 11, 3 p.m.
The Germans are methodically reconnoitering the district of Hestay, west of Liege. Cavalry patrols, followed by infantry, are pushing forward in the direction of Namur, over which aeroplanes are flying.

There have been cavalry skirmishes near Tirlemont, and 6,000 Germans with guns have seized the railway station of Landen, 24 miles west of Liege.

These movements are evidently preliminaries to a big battle.

Our New Army.

Aug. 11, 3 p.m.
It is officially announced that during twelve hours on Monday 4,700 men joined the British Army. The prompt response which is being made to Lord Kitchener's appeal for Volunteers has enabled him to decide the framework of the new Army.

Evacuation.

Aug. 11, 3 p.m.
A coasting steamer, which has arrived at Capetown, reports that the Germans have evacuated Swakopmund and Luderitzbucht (the principal harbours of the German South-West Africa Protectorate).

Russian Successes.

Aug. 11, 3 p.m.
It is officially announced at St. Petersburg that, in consequence of the Russian successes in minor engagements, the Austrians are evacuating Radosiwiloff, close to the Galician frontier near Lemberg.

All Calm at Home.

Aug. 11, 8.20 p.m.
There is perfect calm throughout Britain and the Government's intervention to fix the maximum prices to be charged for foodstuffs is apparently unnecessary as prices are below the maximum and are practically normal, fish and fruit being ridiculously cheap.

Reverting to the splendid fashion.

WAR BETWEEN BRITAIN AND AUSTRIA.

PROCLAMATION BY HIS EXCELLENCY THE GOVERNOR.

The following Hongkong Government Gazette Extraordinary was issued to-day:

No. 13.

Proclamations.
FRANCIS HENRY MAY,
Governor.

By His Excellency Sir Francis Henry May, Knight Commander of the Most Distinguished Order of Saint Michael and Saint George, Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same.
I, Sir Francis Henry May, K.C.M.G., Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies and Vice-Admiral of the same, being satisfied thereof by information received by me do hereby proclaim that war has broken out between His Majesty and Austria-Hungary.
Given under my hand and the Public Seal of the Colony at Victoria, Hongkong, this 13th day of August, 1914.

By Command,
CLAUDE SEVERN,
Colonial Secretary.
God Save The King.

TELEGRAMS.

FIRE PANIC.

TERRIBLE AFFAIR IN BELGIUM.

[Reuter's Service To "The Telegraph."]

London, Received August 12.

Fourteen women and girls have been killed and fifty injured in a panic in a church at Louviere, Belgium, caused by a slight outbreak of fire while Mass was being celebrated.

THE BRITISH NAVY.

THE DIFFERENT SQUADRONS

The Ships of the Fleet.

The British fleets in home waters assembled off Portsmouth on July 16 for review by the King. On that date 403 men-of-war of all classes were mobilized, each vessel being fully manned. Airship and seaplane flights were a great feature of the inspection. The King led the fleet to sea on July 20, when the vessels steamed past in line. Owing to the political situation the First Home Fleet was ordered not to disperse and the Second Fleet to remain in home ports. So-called balance crews of the fleets were ordered to remain in their ships, the refitting of the battleship Belerophon was postponed and she was recalled from Gibraltar to England.

On July 27 twenty-nine battleships, four battle-cruisers and nine cruisers were at Portland, where they coaled all night and embarked stores and provisions for several weeks. It was rumoured that these vessels were ordered to a point in the North Sea. The First Fleet left Portland the same day under sealed orders. A few days previously Vice-Admiral Sir John Jellicoe was appointed to the command of the Home fleets.

The First Fleet.

The First Home Fleet consists of the following ships:—Iron Duke (battleship) Commander-in-Chief's flag.
First Battle Squadron: Battleships Collingwood, St. Vincent, Colossus, Hercules, Neptune, Vanguard, Superb, Temeraire; light cruiser Bellona; repair ship Cyclops.

Second Battle Squadron: Battleships King George V, Orion, Ajax, Audacious, Conqueror, Monarch, Thunderer; light cruiser Beadpole; repair ship Assistance.

Third Battle Squadron: Battleships King Edward VII, Hibernia, Africa, Britannia, Commonwealth, Dominator, Hindustan, Zealandia; light cruiser Blanche.

Fourth Battle Squadron: Battleships Dreadnought, Belerophon, Agamemnon, Lord Nelson; light cruiser Blanche. Cruisers:—First Battle Cruiser Squadron: Lion, Queen Mary, Princess Royal, New Zealand. Second Cruiser Squadron: Shannon, Achilles, Cochrane, Natal. Third Cruiser Squadron: Antrim, Argyll, Devonshire, Roxburgh. Fourth Cruiser Squadron: Suffolk, Derwent, Essex, Lancaster, Hermione. First Light Cruiser Squadron: Southampton, Birmingham, Lowestoft, Nottingham, Amphion.

The flotillas of the First Fleet total five cruisers—Amethyst, Fearless, Active, Forward and Swift—four depot ships and seventy-one destroyers besides submarines etc. There are in addition eleven attached ships. There are therefore twenty-nine battleships in the First Fleet, and twenty-six cruisers including four battle-cruisers.

The Second Fleet.

The Second Fleet consists of the following:—Fifth Battle Squadron: Battleships Queen, Prince of Wales, Bulwark, Formidable, Implacable, Irresistible, London, Venerable; light cruiser Diamond.

Sixth Battle Squadron: Battleships Russell, Cornwallis, Albemarle, Duncan, Exmouth, Vengeance; light cruiser Peppas. Cruisers:—Fifth Cruiser Squadron: Carnarvon, Falmouth, Bristol, Liverpool. Sixth Cruiser Squadron: Drake, Good Hope, King Alfred, Satley. Minelayer Squadron: cruisers Andromache, Apollo, Intrepid, Iphigenia, Latona, Naiad, Thetis. Total fourteen battleships and seventeen cruisers.

The Third Fleet.

The Third Fleet consists of:—Seventh Battle Squadron: Battleships Caesar, Hannibal, Illustrious, Magnificent, Majestic, Mars, Prince George, Victoria; light cruiser Doris.

Eighth Battle Squadron: Battleships Albion, Canopus, Glory, Goliath, Ocean, Jupiter; light cruiser Proserpine.

Cruisers:—Seventh Cruiser Squadron: Aboukir, Bacchante, Cressy, Euryalus, Hogue. Ninth Cruiser Squadron: Amphitrite, Argonaut, Challenger, Europa, Highflyer, Vindictive. Tenth Cruiser Squadron: Crescent, Edgar, Gibraltar, Grafton, Hawk, Royal Arthur. Eleventh Cruiser Squadron: Terrible, Emden, Theseus, Juno, Venus. Twelfth Cruiser Squadron: Cleopatra, Diana, Eolus, Talbot. Total fourteen battleships and twenty-eight cruisers.

Patrol Flotillas.

There are patrol flotillas based on Portsmouth, Devonport and Chatham, consisting of seven cruisers and torpedo boats, destroyers, also torpedo boats and seven flotillas of submarines.

Submarines.

Devonport.—Third Flotilla: Depot Ship, Forth. B3, B4, B5, C14, C15, C16.

Portsmouth.—Fourth Flotilla: Depot Ships, Arrogant, Hazard. C11, C18, C31, C32, C33, C34, C35.

Chatham.—Fifth Flotilla: Depot Ship, Thames. C1, C2, C3, C4, C5, C6.

Chatham.—Sixth Flotilla: Depot Ship, Bonaventure. Hobe. C7, C8, C9, C10, C12, C13.

Chatham.—Seventh Flotilla: Depot Ships, Vulcan, Alceste. C19, C20, C21, C22, C23, C24, C25, C26, C27, C28, C29, C30.

Portsmouth.—Eighth Flotilla: Depot Ships, Maidstone, Adamant. D1, D2, D3, D4, D5, D6, D7, D8, D9, D10, D11, D12, D13, D14, D15, D16, D17, D18, D19, D20, D21, D22, D23, D24, D25, D26, D27, D28, D29, D30.

Devonport.—Ninth Flotilla: Depot Ship, Pactolus. A10, A11, A12 and Bonetta.

Mediterranean Fleet.

Second Battle-Cruiser Squadron.—Inflexible (Flag), Indefatigable, Incomitabile.

First Cruiser Squadron.—Defence (Flag), Black Prince, Duke of Edinburgh, Warrior.

Light Cruisers.—Chatham, Dublin, Gloucester, Weymouth.

Attached Ships.—Hussar, Imogene.

Fifth Destroyer Flotilla.—Depot Ship, Benheim, Basilisk, Beagle, Bulldog, Foxhound, Grampus, Grasshopper, Harpy, Mosquito, Plover, Raccoon, Rattlesnake, Renard, Scorpion, Scourge, Wolverine.

Submarines.—B9, B10, B11. Torpedo Boats (In reserve).—Nos. 045, 044, 043, 033, 070.

Gibraltar. Submarines.—B6, B7, B8. Torpedo Boats.—Nos. 83, 88, 89, 90, 91, 92, 93, 94, 95, 96.

Torpedo Craft and Submarine Flotillas at Home Ports.

In Active Commission: Sheerness.—Chatham: Tenders to Action. Torpedo Boat Destroyers: Brazen Coquette, Cygnet, Cyathia, Elstira, Fervent, Kestrel, Lightning, Porcupine, Recruit, Vulture, Zephyr.

Torpedo Boats.—Nos. 6, 7, 8, 9, 10, 11, 12, 17, 18, 19, 20, 23, 072, 111, 112, 113, 114, 115, 117.

Portsmouth.—Tenders to Vernon. Torpedo Boat Destroyers: Conflict, Spiteful, Volo; Angler, Desperate, Nubian, Surly, Roebuck.

Torpedo Boats.—Tenders to Victory. Nos. 025, 034, 042, 80, 81, 82, 85, 86, 87, 101, 116.

Devonport.—Tenders to Vivid. Torpedo Boat Destroyers: Bittern, Opossum, Sunfish, and torpedo boats Nos. 067, 99, 107, 105, 104.

Queenstown.—Tenders to Colleen. Torpedo boats 050, 052, 055, 058.

Pembroke.—Tenders to Vivid. Torpedo boats 033, 041, 045, 049.

Submarines. Portsmouth.—Second Flotilla: Depot Ship, Dolphin. Submarines: Nos. A5, A6, A13, B1.

Devonport.—First Flotilla: Depot Ship, Onyx. Submarines: Nos. A8, A9.

Ships under the orders of the Admiral Commanding Coast Guard and Reserves.—Halcyon, President, Ringdove, Seagull, Spanker, Speedy.

Coast Guard Cruisers.—Argus, Julia, Thrush, Watchful, Squirrel.

Eastern Fleet.

East Indies Squadron.—Swiftsure (Flag), Dartmouth, Fox, Polurus, Alert, Espleague, Odin, Sphinx.

China Squadron.—Triumph, Minotaur (Flag), Hampshire, Newcastle, Yarmouth, Alceity, Bramble, Britomart, Cadmus, Olio, Thistle.

Destroyers.—Chelms, Colne, Fame, Jed, Kennis, Ribble, Uak, Welland.

Submarines.—C36, C37, C38. Torpedo Boats.—Nos. C35, C36, C37, C38.

River Gunboats.—Kinsba,

Moorhan, Nightingale, Robin, Sandpiper, Snipe, Teal, Woodcock, Woodlark, Widgeon.

New Zealand Division.—Philomel, Psycho, Pyramus, Torch.

Australian Fleet. Australia (Flag), Encounter, Melbourne, Sydney.

Destroyers.—Parramatta, Warrego, Yarra.

Submarines.—E1, E2. Cape of Good Hope.—Hyacinth (Flag), Pegasus, Astraea.

West Coast of Africa.—Dwarf, S.E. Coast of America.—Glasgow.

West Coast of America.—Algerine, Shearwater.

Cadets' Training Ships.—Cornwall, Cumberland, Highflyer.

Surveying Service: (at Home and Abroad).—Daisy, Endeavour, Esther, Fantome, Hearty, Merlin, Mutine, Research, Sealark, Triton.

Commanders and their Positions.

In view of the possibility of action by the British navy, it is interesting to recall the names of the principal officers. The senior Admiral of the Fleet is Sir Gerard H. U. Noel, G.O.B., K.C.M.G., who is well-known in China, as he was Commander-in-Chief on this station from 1904 to 1906. He became Admiral of the Fleet in 1908. The other active Admirals of the Fleet are Sir Arthur D. Fanshawe, G.O.B., G.O.V.O., and Sir William H. May, G.C.B., G.C.V.O. The former has been Second-in-Command of the Channel Squadron, Commander-in-Chief on the Australian Station and Commander-in-Chief at Portsmouth, while the latter was formerly Director of Naval Ordnance and Torpedoes, Second Sea Lord of the Admiralty, Commander-in-Chief of the Atlantic Fleet, Commander-in-Chief of the Home Fleet (1909-1911), and Commander-in-Chief, Plymouth 1911 to 1913.

The Admirals.

The senior Admiral is Sir Edmund Poë, G.C.V.O., K.C.B., First and Principal Aide-de-Camp to the King, the next in order being the Hon. Sir Hedworth Meux, Commander-in-Chief at Portsmouth; Sir Richard Poore, Commander-in-Chief at the Nile; Sir Archibald Berkeley Milne, Commander-in-Chief of the Mediterranean; H. S. E. Prince Louis of Battenberg, First Sea Lord; Sir George Le Clerc Egerton, Commander-in-Chief at Plymouth; Sir Frederic W. Fisher, President of the Royal Naval College, Greenwich; Sir George A. Callaghan; Sir Frederick Inglefield; Sir A. W. Paget; Sir Robert Lowry, Senior Officer on the Coast of Scotland; and Sir H. B. Jackson, Chief of the War Staff.

The Board of Admiralty.

Under the reorganization scheme of 1912, the various members of the Board of Admiralty are responsible for special business as follows:—First Lord (Rt. Hon. Mr. Winston Churchill) general direction of all business; First Sea Lord (Admiral F. S. H. Prince Louis of Battenberg) organization for war and distribution of the Fleet; Second Sea Lord (Vice-Admiral R. T. Hamilton) personnel; Third Sea Lord (Rear-Admiral O. E. M. Madden), material; Fourth Sea Lord (Capt. O. F. Lambert) stores and transport. An additional Civil Lord (Rt. Hon. G. Lambert) is responsible for contracts and dockyard business, while the Parliamentary Secretary (Rt. Hon. T. Macnamara) attends to financial matters and a Permanent Secretary (Sir W. Graham Greene) is Admiralty Secretary.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The forts at Liege are still not taken.

Austria has begun a blockade of Montenegro.

The Germans seized Landen, west of Liege, but the place was later re-occupied by the Belgians.

In response to Earl Kitchener's appeal, 4,700 men joined the Army in twelve hours on Monday.

The Austrians are evacuating Radosiwiloff, close to the Galician frontier near Lemberg.

The South Midland Mounted Brigade has volunteered for service abroad.

The French cavalry has shown its superiority over the Germans at all points of contact.

The German armies are marching from Liege into the heart of Belgium.

Terrific cannonading was heard yesterday forenoon from Tongres, twelve miles N.W. of Liege.

The German cruisers Goeben and Breslau have entered the Dardanelles and are searching steamers.

It is officially announced by Belgium that the German advance guards are falling back on the main Army.

The Germans are reported to have evacuated Swakopmund and Luderitzbucht, in German West Africa.

The Government has decided to remove the Imperial troops from South Africa, and an adequate force will be organized to take their place.

NEWS.

Interesting war items from Singapore appear elsewhere.

An official notification regarding gun practice is published in this issue.

"Our Contemporaries" appears on page 2 and log book on page 6.

General news and articles on the Boys' bean trade and the Bank Act will be found on page 3.

A special article on war rumours will be found on page 4.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

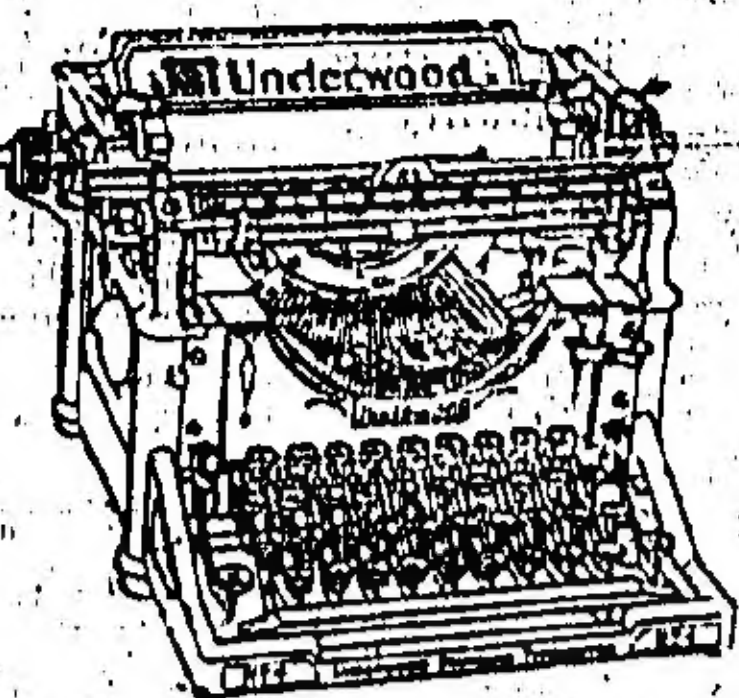
Saturday August 22.

H.K. and Shanghai Banking Corporation, Shareholders' Meeting, City Hall, notes.

NOTICES

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Hongkong, 16th August, 1910

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Hongkong, June 11th, 1913.

LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, 3rd October, 1913.

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NOTICES

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MANAGER.

MEE CHEUNG

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

Developing, Printing & Enlarging.

Hongkong, 18th July, 1913.

NOTICES

OUR CONTEMPORARIES.

South China Morning Post.

Business Stagnation.

Countries which are obliged to depend upon supplies of capital from the great money centres, London and Paris, must carry on as best they can in the meantime. No money is available. The redeeming features of the situation as far as Great Britain is concerned are the lowering of the Bank rate, the influx of gold and the fact that British shipping, though considerably hampered in its movements, is able to continue the operation of most of the trade routes. The news of the annihilation of the enemy's fleet is anxiously awaited. Once this is given out a resumption of trade with all parts of the world, excepting Central Europe (which may continue to fight for long after) may be confidently anticipated. The announcement, it is earnestly hoped, is not far distant.

Daily Press.

China and the Postal Union. The announcement that China is, from the commencement of September, to enter formally the Postal Union, marks another stage in the development of her Post Office and, incidentally, will carry a step further the abolition of the distinctions between China and the "outside countries." We can imagine how 'Chin-lung' would turn in his grave if it came to his knowledge that China was sending a delegate to an association of foreign barbarians to "give admission into their circle for her. It is a long cry from China's ancient policy of exclusion to her participation in a modern international organisation, but the general process is becoming familiar, and in the present instance it is the particular case that is more interesting. The accidental foundation of China's Post Office, and its gradual development from a winter courier line between Peking and Chinkiang to a complete modern service handling some five hundred million articles annually, with a network of lines and offices all over the country, forms one of the most romantic of the chapters in China's recent history, as well as illustrating in a very striking way the benefits she has derived administratively, economically, and socially from foreign assistance, and China's entry into the Postal Union will set the seal to her achievements in this particular department.

China Mail.

The War.

The result of the Belgian frontier fighting, so far, apart from the heavy losses by the German troops, is that their original plans are completely and perhaps disastrously upset. They are also, it is evident, running a great risk of having their food supply cut off on all sides. Briefly, the Germans will have good reason to regret having treated the Belgians so lightly, as the Belgians have unquestionably inflicted upon their haughty neighbour a tremendous humiliation. So far as can be discovered, the German fleet has taken refuge in German harbours and shows no great anxiety to cope with the British fleet, which is not far off from Germany's shores. This action of Germany's fleet is doubtless the safest for her, but it is also disastrous for German commerce. On every hand it is clear that both Germany and her ally have attempted to do too much with fatal results to themselves.

Suez Canal.

The directors of the Suez Canal Company announce that, as from the commencement of 1915, the transit will be permissible to all vessels drawing up to 20 ft. of water. This is a great improvement and has been arrived at by heavy expenditure in connection with dredging and general deepening operations.

THE AGA LIGHT

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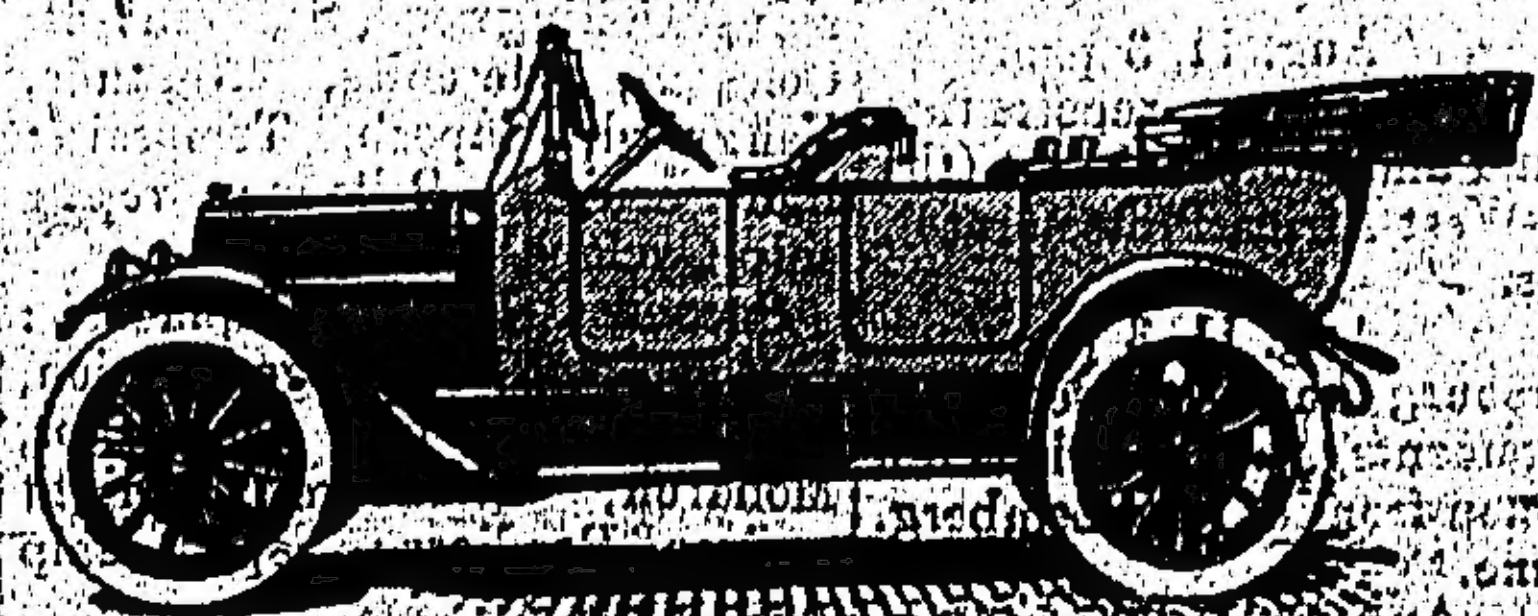
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(Payable in Advance.)
The "Hongkong Telegraph" is now on sale at, and will be delivered
to subscribers by, the Dairy Farm Company, Ltd., Shamien,
Canton, who have been appointed our agents there.
By Order,
"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth
and print the news without fear or favour.

情和報并無其害事閱要訪探大正館官司報本

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C., 5th edition. Western Union

The Hongkong Telegraph.

HONGKONG, THURSDAY, AUGUST 13, 1914.

VOLUNTARY INSURANCE.

That much-vaunted measure of Mr. Lloyd George's, the
National Insurance Act, has now been in operation for a sufficient
length of time to permit a true assessment of its value. It cannot
be denied that the Act has proved beneficial in numbers of cases,
but those who have taken the trouble to make a careful analysis of
the matter, and who are only anxious to get at the bare truth, have
long since become convinced of two points—that the work it has
done and is doing could be equally well performed by the Friendly
Societies, and that the scheme lays itself open to no inconsiderable
degree of abuse.

The underlying idea of the Act—namely, that all men should
make provision for "the rainy day,"—is a good one. But by
making insurance compulsory on all and sundry, the man who pays
his contribution in good faith—and who, incidentally, would,
without the existence of the Insurance Act, make some provision
for the future—has to help in keeping the scheme going for the
benefit of a large body of malingers, whose one aim is to do
as little work as possible and to secure, at the same time, the
maximum of benefits under the scheme. Such a state of affairs
would be impossible were the scheme worked on a purely
voluntary basis, and it is interesting to note that only
last month a Bill to attain this end was introduced into the House
of Commons. Its sponsor is Sir Richard Cooper, M. P. for Wal-
sall, and the object of the measure is to repeal the existing com-
pulsory National Insurance Act, and to substitute therefor a State-
aided voluntary scheme. The Bill makes insurance on the part of
the workers entirely voluntary, restores "self-government and
responsibility to the friendly societies and trade unions, holds out
inducements to the workers to become insured by offering subsidies
derived from taxation, provides special relief for low-paid work-
ers, and abolishes the stamps, cards, and deductions from wages.

It will be observed that the new scheme is of a thoroughly
comprehensive character, and we should imagine that it would
secure a far larger measure of public support than the existing
arrangements do. The one great feature of Sir Richard Cooper's
plan which commends it to public sympathy is that it only gives
benefits to those who themselves take a thought for the future.
And if the Bill were to become law it would be a case of the State
helping those who were prepared to help themselves. Conversely,
those who make no provision for the days ahead can expect no
help from the State save if he from the Workhouse. And this
surely would be all they would deserve.

All's Well.

Though there is still a some-
what mysterious dearth of war
news from Home, particularly
regarding the movements of our
Fleet, it is apparent that in this
case no news is good news. We
say so much because the wires
speak of a perfect calm prevailing
throughout the United Kingdom,
while the prices of foodstuffs are
below maximum and practically
normal, the tariff issued by the
Government being therefore quite
unnecessary. Add to this the
fact that gold is flowing into the
Bank of England, that the Bank
rate has been steadily reduced,
and that the North Sea is free to
shipping, and it will be realised
that all must be well at the heart
of the Empire. To us, in this
extreme outpost, these are com-
forting facts. And in such
circumstances we can wait with
patience for news of a British
victory.

A Fine Response.

Another reassuring factor is
the ready response which has
been made to Earl Kitchener's
appeal for Volunteers. One tele-
gram speaks of no fewer than
4,700 men coming forward
during twelve hours on Monday.
Indeed, the movement is so well
advanced that already the Secre-
tary of State for War has been able
to lay the framework of his scheme
for the new Army. Then there
are any number of men willing
to offer themselves for service
abroad; so much so, that it is
anticipated that whole Brigades,
and even Divisions, will probably
come forward. And the point
that must not be overlooked is
that all our men, whether Regu-
lars or auxiliary forces, are
volunteers—they take to service
with the colours of their own free
will. That is a factor which
should mean much when the time
comes for the final blow to be
struck.

Censorship of News.

Hongkong people who are
grumbling at the paucity of news
received in the Colony as to the
war, may like to know that they
are no worse off than those in
Singapore, where telegrams are
just as few and far between, and
just as much censored as here. In
Penang, newspaper-readers were
in a worse plight still, last week,
for we see from the Straits Times
that a circular was issued by the
local Postmaster General, stating
that "no telegrams can be for-
warded till the arrival of the
Censor." How long that function-
ary took to put in an appearance is
not made evident; but until that
happy event, the local papers had
the felicity of knowing that the
wires which everybody was
hungry to see were calmly
reposing at the Post Office.

A CHALLENGE AND THE ANSWER.

France is laughing over the
reply of a young diplomat to a
challenge given by an ex-governor
of the annexed provinces, Alsace-
Lorraine. The two were neigh-
bours at an official banquet
recently, and the young Frenchman
was talking of the skill of
the French workman.

"However ugly a thing may be,
he seems able to turn it into a
pretty object," he said. The old
Prussian, with an impatient
gesture, pulled a grey hair from
his beard.

"Let him make something
pretty out of that," he said, gruffly,
handing it to his companion. The
Frenchman smiled, and carefully
placed the hair in his pocket-book.

A week later the German
received a small box. In it was
a gold tiepin, the head represent-
ing the Prussian Eagle on a rock.
The eagle held in its claws the
grey hair; to each end of which a
small gold ball was fixed, and on
one ball was the word "Alsace,"
on the other "Lorraine." And
inscribed in tiny letters on the
rock was the legend, "You only
hold them by a hair."—The Bazar.

Due to Hobbie Skirts.

The failure of Mr. James Henry
Wilson and his wife, formerly
costumiers of Sloane-street, was
attributed at the London
Bankruptcy Court to the advent
of the hobbie skirt about 1912.
The Official Receiver, as a result
of the hobbie skirt ladies' pro-
pensity to wear skirts of extraor-
dinary length, which practically
killed my trading.

DAY BY DAY.

TO KNOW, TO ESTEEM, TO LOVE
—AND THEN TO PART
—MAKES UP LIFE'S TALE TO MANY
A FEELING HEART. Coleridge.

The Weather.
Lower level 8 a.m. Temp 83;
sunshine.
At the Peak 8 a.m. Temp 78;
sunshine.

The Mails.
English Mail.—Arrived per s.s.
Himalaya yesterday.
Canadian Mail.—Arrived per s.s.
Empress of Japan yesterday.
Siberian Mail.—Due per s.s.
Chiyaen to-morrow.

Count the Columns.
Yesterday the Telegraph
published 20 columns of solid
reading matter. To-day there
will be 30 published.

Dividend Reminder.
The Hongkong, Canton and
Macao Steamboat Company's in-
terim dividend is payable to-
morrow.

The Weekly "Telegraph".
The photograph to be attached
to the cover of our weekly edition
on Saturday will be a reproduc-
tion of the Morning Post's special
war map of Europe.

Fell Downstairs.
A Chinese, of 33, McGregor
Street, was sent to the Govern-
ment Civil Hospital yesterday,
having fallen down a flight of
stairs and fractured his right mar-

Syria's Cargo.
The s.s. Syria, which sailed
from here on the 8th inst., had
on board three cases of feathers,
and 11 cases of onions for London,
and 30 bales of human hair for
Hull.

Clothing Stolen.
A Chinese merchant, of 22,
Peel Street, complains to the
police that the lock has been
wrenched off his door, and
clothing, to the value of \$41
stolen.

Alleged Thief.
At the Police Court, this morn-
ing, a Chinese was remanded on a
charge of stealing a watch, chain
and an appendage, valued \$220,
from Chan San-yu, 104, Des
Voeux Road.

The Peak Special Constables.
The Captain Superintendent
asks us to state that all members
of the Peak special police are
required to report themselves for
drill at the Police Station to-
morrow, Friday, August 14, at
5.15 p.m. sharp.

Small Outbreak of Fire.
A fire occurred this morning
at about 3.30, in the first floor of
250, Queen's Road Central; it was
extinguished by the inmates of
the house and the police. The
property was not insured but
the damage is said to be trifling.

Educational.
As will be seen from an ad-
vertisement elsewhere, St.
Joseph's College, Macao, offers
excellent advantages for board-
students. The curriculum in-
cludes a complete English com-
mercial course. The school opens
on September 1.

Rifle Possession.
A Jukong noticed a Chinese
carrying a parcel, in Mercer
Street, and he became curious as
to the contents. The Jukong
went after the man, and on
examining the parcel, found that
it contained a rifle of a new pat-
tern. At the Police Court, this
morning, a fine of \$50 was im-
posed on the Chinese who had the
rifle in his possession.

Preferred Harbour to Gaoi.
Inspector Garrard has sent to
the Government Civil Hospital a
Chinese who was pulled out of
the harbour yesterday afternoon,
in an unconscious condition. The
man had been seen by a con-
stable carrying a box or small
cayboard and, on his being
told to stop and give an account
of himself, he dropped his burden
and jumped into the water.

TYPHOON WARNING.

The telegram quoted below was
received by the American Con-
sulate General, Hongkong, from
the Manila Observatory at 7.10
this morning.
Cyclone or Typhoon.—S. E.
of Formosa, moving N.W.

WARS—AND HUMOURS OF WARS.

Hongkong Stories of the European
Crisis.

(SPECIAL ARTICLE)
The wars are bad enough, but
the rumours are worse. Rumour
—the Ancients personified it just
as we do evil when we call
it Satan—is and always has been
busy, even amongst the most
enlightened and well-posted
people; and judging from some
of the wires received in this
Colony last week, it (no, she) is
hustling through Europe pretty
much just now, with tales of suc-
cess or defeat, of glory or of
shame, in the North Sea, the
Baltic and elsewhere.

And if the old dame can find
ready listeners in countries where
newspapers are getting at least
the gist of what is going on, and
where the people are not easily
hoaxed, how much more readily
will she find a welcome in Hong-
kong and Canton, where there is
but little authentic news, and
where there are people ready to
attribute the success of Lung
Chai-kwong's men last year to
the fact that those heroes were
the possessors of tails?

Some Chinese Fairy Tales.
The Chinese, as the Telegraph
observed on Tuesday, have a
wonderful faculty for spreading
far-fetched reports, and an even
more wonderful one for believing
them. In the present instance,
one could fill several columns
with the cock and bull stories
which have been circulated
recently by our talkative friends;
but it may be sufficient to quote
only two or three.

In Canton it was stated last
week, with the utmost gravity,
that Singapore and Hongkong had
both been taken by the Germans;
and the good people of that fair
city were wondering what was
going to happen to their brethren
and their business interests here.
Meanwhile, throughout Hong-
kong went the story that Germans
were waiting to pour into the New
Territory and boss that, together
with Kowloon and Hongkong,
and that (here one seems to detect
the work of a non-Chinese master
mind)—the Chinese would be
infinitely better off under the
Germans than under the British.

Canton Newspapers Busy.
Then came the story that any
one German cruiser was a match
for any three British—a useful
piece of information in its way.
The present writer mentioned this
flight of fancy to a well-known
Chinese professional man here,
who replied, "Oh, but that's
nothing. One of the Canton
papers announced that Germany
had won six battles against Great
Britain, a week before war was
declared!" Now, what do you
know about that? Next, the
tale went round that the Governor
had issued a decree, ordaining
that no Chinese was to be out of
doors after six in the evening.
The idea opens up a dismal
prospect. Where are we going
to get rickshaws and chair-coolies
at night time? Where—but it
doesn't bear thinking of.

The other day the Manchuria
arrived from Manila, with over
forty German passengers. But
that wasn't good enough for
the poets of Oriental
imagination. The forty soon
became four hundred; and these,
according to one school of
thought, were the pioneers of an
invasion; according to another,
prisoners in the bow and spear
of Great Britain.

British Rumour-mongers.
But the Chinese are not the
only sinners. A hundred differ-
ent Britishers tell a hundred
different tales as to the doings,
condition and "location" (of e.g.)
the Scharrhorst. Now she is in
Tsingtau, now at Manila, now
driving away Britishers from
German New Guinea, now a
prisoner of the rock-bound coast
of Lai Chi Kok, now being towed
through Lyemun Pass with
engines disabled and two or three
hundred cases of typhoid fever
on board. And the beauty of it
is, every single one of the
purveyors of these varying items
of intelligence "had it from a
Government Official," heard it
from a chap in the Naval Yard,
or has a brother at Home whose
sister's name is "Mrs. G."—a
number which by marriage was
at once with the German
admiral's godson's grandmother.

Hongkong newspaper men are
continually being asked, "Why
don't you give us more news?"
What need, with all these local
news-factories in full working
order? How can a poor, benighted
pressman hope to stand up against
such competition? Rumour has
it all its own way—and has no
censorship to contend with.

Even now it is necessary to
add a short post scriptum. The
Germans in Canton are said to
have been raising Cain and
making a night of it, for they have
discovered that, in a German sub-
marine attack, seven British
super-dreadnoughts have been
sunk, at the expense of one
German cruiser! Who'd have
thought it? Who would have
thought it?

WAR NEWS FROM THE
SOUTH.

Interesting Items from
Singapore.

The following items are from
Singapore papers of the 6th.
inst.—

The last contingent of local
Germans liable for service, some
forty in number, were to leave
Singapore last evening as pas-
sengers on board the Dutch
steamer Rumpius. They go to
Batavia, whence they hope to
secure passages to Shanghai, and
thence to Tsingtau.

Japanese Fleet.
Enquiries were made again
this morning into the statement
that there is a Japanese fleet of
some twelve or fourteen vessels
in neighbouring waters, but it
was impossible to obtain con-
firmation or contradiction of the
story, and under the circum-
stances it is perhaps as well.

Germans Leaving.
We believe that the Germans
now remaining in Singapore,
about twenty in all, are endeav-
ouring to leave the Colony for
Shanghai on Saturday next by
the P. and O. mail steamer
Himalaya, but it is not at all
certain that they will be in a
position to get away by that
vessel.

French Residents.
The Frenchmen in Singapore
are still in a condition of uncer-
tainty. Although prepared to
answer their country's call at a
moment's notice they have as yet
received no summons either from
Saigon or Paris. Some sort of
assurance has been received from
the former place that their services
may not be required—for a little
while, at all events. But any
instruction from the Saigon
authorities may be upset by the
authorities at the French Capital
at any moment. An attempt has
been made by the French Consul
to obtain definite instructions,
Comte de Bondy having cabled
to France. A reply is being
anxiously awaited by Frenchmen
here. Only two or three French
subjects have, as yet, left. They
went by the Atlantique on Tues-
day.

The Devanha Safe.
The P. and O. mail steamer
Devanha, in from Hongkong this
morning, had nothing to report
in the way of stoppages or, in
fact, any inconveniences. Her
wireless system picked up several
messages in cipher, but that, of
course, may mean nothing at all.
They have so far made a quiet
voyage and sighted nothing out
of the ordinary. It has been
learnt, however, that the authori-
ties in Hongkong have taken
over the Empress of Asia and it
is said that she may be armed.

To Prevent Distress.
The following communication,
signed by Yin Tai-ping, acting
secretary of the Singapore
Chamber of Commerce, was re-
ceived yesterday from the
Singapore Chamber of Com-
merce.

As soon as war was announced,
the Penang Volunteers were called
to the Fort. There was a full
muster, the men assembling with-
in a few minutes. They marched
to the Penang Club, where they
took up positions to defend the
clubhouse. They will remain quar-
tered there until the arrival
of a detachment of regulars from
Singapore.

arrived at so that the crisis may
be tided over without any
hitch. As far as possible
my Chamber is anxious to
work hand in hand with your
Chamber to lessen as much as
possible the general distress.
Should your Chamber agree with
my Chamber, my committee are
prepared to appoint delegates to
confer with your representatives.
This communication was dealt
with by a special committee of
the Singapore Chamber of Com-
merce yesterday afternoon and a
meeting with the delegates from
the Chinese Chamber was agreed
upon.

Singapore Volunteers.
The Singapore Volunteers, or
at any rate some of them, will
have by this time realised perhaps
better than any, that this is
actually a time of war and some-
what different from the uneventful
times of peace. Yesterday a
guard was mounted at the
Drill Hall and maintained
throughout the night, the sen-
tries taking spells of two hours at
a time. The men are on duty to-
day, it being the intention to
maintain the guard there. Then
this morning, a contingent of
Volunteers left for duty at the
forts. Under the command of Col.
Derrick they marched from the
Drill Hall to Johnson's Pier, the
band at their head. There were
two officers and forty men of the
S. V. A., one officer and forty men of
the engineers and two officers and
fifty men of the Chinese company.
There was also a contingent of
the Ambulance Corps, the total
strength being about 200. Natu-
rally, it is not known how long
the men will be detained on this
duty.

Johore's Forces.
The following items are from
the Straits Times of the 7th inst.:
—We are informed that His
Highness the Sultan of Johore
has this morning expressed to
His Excellency the Officer Ad-
ministering the Government his
desire to place himself and the
Johore Military Forces at the dis-
posal of the General Officer
Commanding the Troops. His
Excellency gratefully accepted
this offer and so informed His
Highness, who, we understand,
after leaving Government House,
went to Fort Canning to see
the General Officer Commanding.
Great satisfaction will be felt
at the announcement of the Sul-
tan's offer. It is a most graceful
proof of his loyal goodwill, and
his finely trained troops, which
excited the keenest admiration
during the march past at the late
King's Birthday parade, will be a
most valuable addition to the
resources at the disposal of
General Bledsoe.

At 12.30 a.m. to-day the mili-
tary alarm was sounded at Johore
and half an hour later over 500 of
the Johore forces and volunteers
had mustered at the fort, where
they were addressed by the
Sultan, who expressed his grati-
fication with the prompt turn-out
and asked the men to be ready,
day and night, to give their
services for the benefit of the
State.

German Ships Dismissed.
There was very little to be
gleaned in shipping circles this
morning, beyond the fact that the
Ranse, in dry dock, and the
Quarts, the only two German
vessels in port, had been taken
over by the authorities and
dismantled. It was also stated
that a similar fate had befallen the
Sandakan, over at Labuan.

Removal of Wireless.
All ships with wireless entering
port are at once divested of their
wireless gear, the wireless here
being under complete control of
the authorities. Vessels so
divested and leaving port have
their apparatus returned to them
just prior to sailing.

Utilising Motor Cars.
Owners of cars in Penang are
asked to lend them for the pur-
pose of conveying Volunteers to
any part of Penang Island. A
number of Europeans in Penang
have offered to place their cars at
the disposal of the authorities
should they be required.

War Preparations at Penang.
As soon as war was announced,
the Penang Volunteers were called
to the Fort. There was a full
muster, the men assembling with-
in a few minutes. They marched
to the Penang Club, where they
took up positions to defend the
clubhouse. They will remain quar-
tered there until the arrival
of a detachment of regulars from
Singapore.

THE SONG OF THE SEA CHILDREN.

Prologue.

Where the world's highway is narrow and the sea gulls wheel and cry,
You shall see the children flocking in a long procession by,
Battered by the good salt billows, thrashing thro' the cold grey seas,
They are flocking, flocking homeward to their Mother England's knees.
The liner from Australia, and the trader from Cathay,
The grimy blunt-nosed collier, and the mail-boat from the Bay,
And trooper from the Indies, rolling thro' the Channel seas,
They are flocking, flocking homeward to their Mother England's knees.
To and fro in ceaseless vigil prowling the waters grim and grey
That guard their mother's ranges and patrol the world's highway,
In the name of Drake, and Jarvis, Hawke, and Nelson, hold the sway,
And they keep their watch for England and who shall say them nay?
You far flung wand'ring children you are speeding home once more,
You have roamed the world and back again to Mother England's shore,
The winds have beat you sorely, and you know of angry seas,
But you're flocking, flocking homeward to your Mother England's knees.
See, the ocean highway narrows, you are thronging England's gates,
You are weary, you are homesick, Mother England's welcome waits,
'Tis the long, long wished home coming, and the way was rough and long,
Sing you then, you wandering children, sing you then the homing song!
The Ocean Tramps.
We have ploughed the hidden highways from the Horn to Singapore,
We have borne the dear old ensign from Bahia to the Nore,
From China to Jamaica, from the Cape to Sydney Town,
We have tramped and tramped the highways of the ocean up and down,
Wherever we have wandered Mother England's sign we saw,
From the ice-clad cliffs of Greenland to New Zealand's southern shores,
And no man has bade us tarry and no foe has said us nay,
For our Mother, Mother England, she has cleared for us the way!
And some of us are broken now and some of us are old,
We're battered and we're rusty and the worm has got its hold,
We are weary, aye, and heart-sick, hear our song upon the breeze,
We're limping, limping homeward, to our Mother England's knees.
The Liners.
We have done your bidding Mother, we have sought the long sea-trail,
We have braved the hidden iceberg, we have ridden out the gale,
To the ends of all the earth, aye, to and fro and back once more,
We have trafficked as you told us every coast and every shore,
No man has dared molest us and no foe has barred the way,
For your flag has cleared a pathway thro' the sunset to the day,
And o'er all the ocean ranges, sternly silent, broad awake,
The strong war guards of England their defiant vigils make.
The Warships.
Oh Mother we have served you full and well from day to day,
There are none who dare dispute us, there are none to say us nay,
We are warders of the ranges, we patrol the living seas,
That your tired wand'ring children may creep home to England's knees.
Watch and watch, with tireless vision, for your honour we have kept,

CURE FOR SNATCHING.

Man Who Hid Jewellery Under His Tongue.

Despite the fact that a snatcher was well searched at the Tai Ping theatre in connection with the alleged theft of an ear-ring, it could not be found by the two plain-clothes Chinese constables. They were, nevertheless, doubtful as to the man's innocence and they took him to the station. There the interpreter displayed a better knowledge of the tricks of men of the accused's class and on examining the man's mouth found the missing piece of personal adornment concealed under his tongue. A look into the record of the snatcher proved very interesting, as it revealed that he had been banished and had been several times before the Bench for offences.

At the Police Court, this morning, the man made the acquaintance of Mr. C. D. Melbourne, who interested himself in his future to the extent of giving him six months for snatching, six months for returning from banishment, two whippings of twelve strokes and four hours' stocks, so as to make the prescription for his complaint complete.

GUN PRACTICE.

We are officially requested to publish the following, in order to obviate any chance of alarm or misunderstanding:—

Gun practice will be carried out by the Royal Garrison Artillery from the following works and on the following dates:—

Mount Davis, Tuesday 18th August at 8 a.m. in a S.W. direction.

Stonescutters, Wednesday 19th August at 9 a.m. in a S.W. direction.

Fakehawan, Saturday 22nd August at 10 a.m. in a N.E. direction.

Should the weather conditions be unfavourable the practices will be postponed until the following days, Sundays excepted.

A NAVAL COMPARISON.

Strength of the British and German Fleets.

Approximately, the relative strengths of the British and German fleets at the outbreak of war were as follows, the figures including all ships actually sanctioned in October, 1913:—

Battleships.	Germany.	Britain.
1st Class (Dread-nought)	32	19
2nd Class	10	0
3rd Class (Obsolescent)	30	20
Armoured Cruisers.	7	7
Other Types	34	9
Cruisers (modern) with speed of 23 knots and over	60	27
Destroyers (10 years old or less)	162	116
Torpedo Boats	36	0
Submarines	91	40
Men (Peace)	146,000	72,889
Men (Reserves)	82,900	80,000

Denshin Maru Ashore.

The Japanese steamer Denshin Maru went ashore during a fog in the Inland Sea on July 12. The fore and main holds are making water and it is feared that a large quantity of cargo has been damaged. Steps have been taken by a salvage company to refloat her, in which no difficulty is anticipated.

Where'er the winds have bellowed and where'er the waves have swept,
Ours the duty, ours the honour, we have watched with tireless eyes,
And o'er the world's wide oceans the peace of England lies!

'Tis well, 'tis well, my children, come you home again once more,
Let the brood of Mother England flock home to England's shore,
Come you home, you tired children, weary waifs of seven seas,
Come you home at last dear children to your Mother England's knees.
—Langdon Coyne Shadwell.

DIARY OF WAR.

Development of the Crisis Step by Step.

June 28.—Archduke Franz Ferdinand and Consort assassinated by a Serbian student at Sarajevo.

June 30.—Anti-Serbian Demonstrations in Vienna and Travnik.

July 1.—Martial law declared throughout Bosnia and Herzegovina.

July 3.—Serbian tri-colour burned in the neighbourhood of the Serbian Legation in Vienna.

July 3.—Tuesm-official Peter Lloyd warns Belgrade of the necessity of an immediate change of tone.

July 9.—The Lokal Anzeiger (Berlin) says if responsibility for the murders is brought home to Serbians, Austria will have the support of the civilised world, especially Germany, in demanding justice from Belgrade. The same day the Temps correspondent at Belgrade states Austrian troops are concentrating on frontier.

July 23.—Austro-Hungarian Note delivered to Serbia demanding suppression of Pro-Serbian movement and punishment of accomplices in assassinations. Answer required by 6 p.m. same day.

July 24.—Details of Note published and proved unexpected. Semi-official Peter Lloyd affirms that Germany will offer no third party to intervene between Austria and Serbia.

July 25.—Russian Cabinet meets; announced that mobilisation proceeds forthwith.

July 28.—Russian request for extension of time on Serbia's behalf refused. Serbia accepts some Austrian demands and rejects others. Martial law in Austria-Hungary. Serbian capital transferred to Kragujevac.

July 27.—Serbian troops aboard Danube steamer fire on Austrian troops; engagement ensues. Sir Edward Grey announces his efforts to arrange conference of Ambassadors.

July 28.—Czar, addressing Council of Ministers, declares:—"We have stood this thing for seven and a half years. This is enough."

July 28.—Austria declares war on Serbia. Germany considers Sir Edward Grey's suggested conference has no prospect of success.

July 29.—Austrians blockade Antivari. Panic in New York stock market. British Consols drop to 99.

Mr. Asquith announces that the situation is one of "extreme gravity." Serbians destroy bridge at Semlin. Austrians bombard Serbian positions, compelling evacuation. Two Serbian steamers captured. German troops move in response to Russian advances towards Wirballen.

July 30.—British first Fleet leaves Portland under sealed orders. Belgrade in flames. Artillery duel between Serbians and Austrians five miles down river from Belgrade. Home Rule Amendment Bill postponed; Britain presents a "united front." Russian mobilisation in 52 Governments. 4,000,000 men placed on war footing.

July 31.—Germany asks Russia for explanation of her mobilisation. Attack on Belgrade continues. Martial law in Germany. London Stock Exchange closed; Bank of England rate 8 per cent. Bank Act suspended. Russians destroy railway bridge in Austria between Szekowka and Granitz, New Zealand, and Canada offer assistance.

August 1.—Austrian Reserve called out. German ultimatum to France and Russia, expiring at noon. Italy declares neutrality. Evidence of Australian loyalty. Bank of England discount 10 per cent. Germany declares war. First shots fired by Russian frontier patrol on Germans near Proetken; no casualties.

August 2.—British cabinet meets and adjourns till evening. Crosses invade Germany near Biella. Germans invade France near Cirey. Germans enter Luxembourg. Germany promises indemnity to Luxembourg.

August 3.—French papers state Britain will intervene with

DAIRY FARM NEWS.

We beg to inform our customers that we are in a position to supply ALL our customers with Butcher's Meats, Fresh Milk and Dairy Produce as hitherto.

Expeditionary Force. German cruiser reported to be bombarding Liban. Severe fighting on River Drin between Serbians and Austrians. Patriotic scenes outside Buckingham Palace. Wales decides to raise mounted regiment for service abroad. France protests against German acts of war. Russian fleet driven into Gulf of Finland by Germans. British Mediterranean Fleet clears for action. Martial law at Malta. Sir Edward Grey's speech in Parliament.

desperately attacked Fort Seraing, Liege, but were repulsed. Germans attack Mulhausen, in Alsace, compelling small French force to retire. French remain masters in Upper Alsace. Austrian troops reported to have entered Alsace. Liege forts reported still intact. Imperial Government to withdraw troops from South Africa. Germans seize Landen, which is later re-occupied by Belgians. Great response to Earl Kitchener's appeal for men.

August 12.—Belgium reports that German advance guards are falling back on main Army. Terrific cannonading heard from Tongres.

248,361 and no Will.

Mr. William Edmonds, of Wiscombe Park, Colyton, Axminster, Devon, and 68, Great Cumberland place, W., Lord of the Manor of Southleigh, Devon, and formerly a merchant in Liverpool, who died aged seventy-nine, left £431,861, of which £391,227 is personally. He had no will, and letters of administration of his estate have been granted to his son and daughter as the only next of kin.

SILIMPON COAL. BUNKERS

to be supplied at cheap rates at SANDAKAN & SEBATTIK (British North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

TO-DAY'S ADVERTISEMENTS.

PEAK CLUB.
THE Band will play as usual in the grounds on Saturday night next, 15th instant. It will be a selection of music will be performed in the Ball Room.

ENTERTAINMENT COMMITTEE.
Hongkong, August 12th, 1914.

TO PARENTS.
ST. JOSEPH'S COLLEGE, MACAO.
BOARD, Lodging & Education at most moderate terms. Portuguese, Chinese, French, etc. Complete commercial course in English. Opens 1st. September. Apply RECTOR.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.
S.S. "EMPRESS OF JAPAN."
The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports. Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Kowloon Godowns where delivery can be obtained.
Goods on hand after the 19th instant will be subject to rent.
No Fire Insurance will be effected.
All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.
No claims will be admitted after the goods have left the Godowns.

D. W. BRADDOCK, General Traffic Agent, Hongkong, 12th August, 1914.

HERE'S SOME GOOD NEWS!

SALE OF SURPLUS SEASON'S STOCK

MACKINTOSH'S

FOR TWO WEEKS ONLY

From Monday Aug. 17th to Saturday Aug. 29th.

A remarkable opportunity to supply your present and future Dress Requirements at Reductions in price.

CALL IN AT

MACKINTOSH & Co., LTD., 16 DES VŒUX RD.

WM. POWELL, LTD.

SOLE TELEPHONE 346 AGENTS FOR

"FLEXINETTE" SUMMER UNDERWEAR.

NOTE:—Flexinette has great durability, it is elastic and fits the figure, without being cumbersome. It is the COOLEST SUMMER UNDERWEAR.

ASK FOR SAMPLES Wm. POWELL, Ltd.

J. ULLMANN & CO.
JEWELLERS, WATCHMAKERS, OPTICIANS.
LARGE SELECTION OF WRIST WATCHES FOR LADIES & GENTLEMEN.
Prices Right.
ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.
J. ULLMANN & CO. CORNER OF FLORA STREET.

Be sure that these Musical Notes appear on every record you buy.

THEY APPEAR ONLY ON COLUMBIA DOUBLE DISC RECORDS.

It is the mark of excellence, purity of tone & triple durability. DEMONSTRATION DAILY.

THE ANDERSON MUSIC CO., LTD. HONGKONG & SOUTH CHINA.

THE ONE AND ONLY GENUINE TANSAN CLIFFORD WILKINSON'S

THERE ARE "TWO DRINKS IN ONE" IN ALL

THE TANSAN SWEET WATERS

ALL THE FRESHNESS AND GOOD QUALITIES OF THE FINEST FRUITS, TOGETHER WITH SPARKLING, HEALTH-GIVING TANSAN, MAKE THESE THE SAFEST AND MOST WHOLESOME NON-ALCOHOLIC BEVERAGES:

WILKINSON'S TANSAN GINGER ALE, WILKINSON'S TANSAN LEMONADE, WILKINSON'S TANSAN TONIC, WILKINSON'S TANSAN SASSAPARILLA.

NO IMPURITIES CAN GET TO ANY OF THESE. THE CLIFFORD-WILKINSON TANSAN MINERAL WATER CO., LTD., KOBE.

SOLE AGENTS: CANDE PRICE & CO., LTD. Tel. No. 135. 6, Queen's Road Central, Hongkong.

SHIPPING

CANADIAN PACIFIC
ROYAL MAIL.

STEAMSHIP LINE.

From Hongkong	
Empress of India	16th Sept.
Empress of Asia	30th Sept.
Empress of Japan	14th Oct.

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA," "EMPRESS OF ASIA," via Optional Atlantic Port, £71.10.
"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £55.

"MONTAGLE," Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for £3 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "Takada," 6,800 tons, Capt. Robins, will be despatched for SHANGHAI, KOBE & MOJI, on 26th Aug.

S.S. "Tanda," 6,800 tons, Capt. will be despatched for YOKOHAMA, KOBE & MOJI on 3rd Sept.

WESTWARD.

S.S. "C. Apar," 4,600 tons, Capt. O'Sullivan, will be despatched as above on 16th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, Aug. 8, 1914.

Agents.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VCEUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED

Summer Excursion Tickets to Japan by all Lines.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

THE AUSTRALIAN
ORIENTAL LINEHONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
CHANGSHA	8th Aug.	14th Aug.
TAIYUAN	12th Sept.	16th Sept.

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 93.

Butterfield & Swire.

SHIPPING

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Destination.	Steamers.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said	Katori Maru Capt. Murai	T. 20,000 {WEDNES., 26th Aug., at 10 a.m.

VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimidzu and Yokohama	Aki Maru Capt. Noma Sado Maru Capt. Asakawa	T. 12,500 {THURS., 13th Aug., at 4 p.m. T. 12,500 {25th Aug.
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*Not calling at Shanghai.

SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Kumano Maru Capt. Soyeda Tango Maru Capt. Sekine	T. 9,300 {WEDNES., 26th Aug., at noon. T. 13,500 {WED., 26th Sept., at noon.
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BOMBAY via Singapore and Colombo	Colombo Maru Capt.	T. 5,000 {MONDAY, 17th Aug.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Sekine	T. 9,600 {TUESDAY, 25th Aug., at 5 p.m.

SHANGHAI, Moji and Kobe

KOBE & Yokohama

; Cargo only.

; Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

YOKOHAMA KOBE MOJI NAGASAKI.

Return. Return. Return. Return.

1st class.....\$135 \$122 \$108 \$95

2nd class.....\$ 81 \$ 75 \$ 65 \$ 57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
BANGKOK VIA SWATOW	Linan	15th Aug.
SHANGHAI	Liangchow	16th Aug. at 8 p.m.
MANILA, CEBU & ILOILO	Chinhua	18th Aug. at 4 p.m.
H'HOW, PHOI & H'PHONG Kaitong		19th Aug. at 10 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."
SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow," "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single \$45. Return \$75.
Do. Hongkong to Tsingtau:—Single \$78. Return \$125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Telephone No. 36

Hongkong 13th Aug., 1914.

Agents.

RUSSIAN VOLUNTEER FLEET.

Captain D. A. Lukhmanoff,

Agent for

Hongkong, South China, Indo-China and Philippines Islands.

Office:—Hotel Mansions, Third Floor, No. 12a and 14.

Telephone No. 1224.

P. O. Box 472.

Capt. D. A. LUKHMANOFF.

Agent.

Hongkong, Aug. 5, 1914.

SHIPPING

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	To	Will leave on or about
Tjibah	.....	JAVA	1st half Aug.
Tjibodas	.....	JAPAN	1st half Aug.
Tjimanock	JAVA	.....	2nd half Aug.
Tjilatjap	JAVA	.....	2nd half Aug.
Tjilini	SHAI	.....	2nd half Aug.
Tjipanas	SHAI	.....	2nd half Aug.
Tjilaroom	JAVA	.....	1st half Sept.
Tjillwing	JAVA	.....	1st half Sept.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1674

York Building.

15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	
Tenyo Maru	22,000 - 21 knots	N'saki, Tues., 15th Sept.
Shinyo Maru	22,000 - 21 knots	H'kong Tues., 22nd Sept.
Chiyo Maru	22,000 - 21 knots	

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. " " £26.10.

San Francisco £45. " " £26.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Seiyo Maru 14,000 - 14 knots Sat. 3rd October.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenhams	4th Aug.	28th Aug., 10 a.m.
Empire	22nd Aug.	18th Sept., "
St Albans	12th Sept.	9th Oct., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most-Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haitan	J. W. Evans	TUESDAY, 18th Aug. at 11 a.m.

FOR SWATOW.

Haimun	A. H. Stewart	SUN., 16th Aug. at 10 a.m.
Haimun	A. H. Stewart	WED., 19th Aug. at 11 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at and depart from the Co's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.

General Managers.

LOG BOOK.

Kuantan Harbour.

The Federated Malay States Dredger "Kuantan" for the fifth year worked at deepening the channel across the bars, and a continuous channel 100 feet wide and to a depth of 10 feet or over below low water was dredged through both bars into the river channel, being a total distance of 9,900 feet. The season was a good one and there were 171 working days out of a period of 192. Two hundred and sixty thousand nine hundred and twelve tons of sand, clay and silt were removed against 169,178 in 1912. The work was pushed on with all possible despatch in order to complete a channel through the bar, and this was accomplished. It is only 100 feet in width but may be sufficient to induce scour and perhaps make it more permanent than former channels, which have never reached deep water in the harbour and have tended only to increase the depth over a wider area, the outs made being nearly obliterated before operations could be resumed. The length of channel dredged was 9,900 feet, the quantity of material raised being 263,912 tons or 5,172,081 cubic feet. The Acting State Engineer shows the working expenses at Kuantan per ton to have been 16 cents, whilst in 1912 they were 21 cents. These figures, in both cases, do not include the expenditure on journeys to and from Kuantan, or repairs and the stores provided for general maintenance, which were not paid for by him. A great deal is said by the man in the street regarding the dredging of this channel improving the entrance to Kuantan. So far it has certainly made it no easier to enter in a small launch or boat in moderately rough weather. The breakers on both bars are as bad as ever, and that the narrow channel 100 feet wide will remain open seems uncertain. Many people advocate a mole from Tanjong Tembeling to protect the entrance and prevent silting. It has not been possible to examine the effect this last north-east monsoon has had on the dredging done so far. Should it be found that the channel has filled, a further expert opinion would seem advisable.

Lloyd's Return.

The returns compiled by Lloyd's Register of Shipping, which only takes into account vessels of 100 tons and upwards the construction of which has actually begun, show that, excluding warships, there were 477 vessels of 1,722,124 tons gross under construction in the United Kingdom at the close of the quarter ended June 30, 1914. The tonnage now under construction in the United Kingdom is about 169,000 tons less than that which was in hand at the end of last quarter, and over 281,000 tons less than that building in June, 1913. The tables show that of these vessels two steamships, with a gross tonnage of 14,000 tons, are being built to Japan. The tonnage building abroad, viz.:—1,440,766 tons, is within 12,000 tons of the highest ever recorded (March, 1914), and added to the amount under construction in the United Kingdom shows a grand total for the world of 3,162,890 tons; these figures are nearly 284,000 tons below the world's record, reached in June, 1913. The following are among the vessels under construction abroad:—At Kobe and Osaka, 11 steam vessels with a gross tonnage of 41,910, and 1 sailing vessel, 400 tons; at Nagasaki, 5 steam vessels, 47,000 tons gross; at other ports in Japan 1 steam vessel, 2,200 tons.

The Falls of Orchy.

The Glasgow steamer Falls of Orchy, of 4,804 tons gross, which has made several voyages to Shanghai, has been sold to the New Zealand Shipping Company, Ltd., London. She was built at Glasgow in 1907, with dimensions 405ft. by 52.3ft. by 27.5ft. and was owned by Messrs. Wright, Graham & Co., Glasgow.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.,
ALEXANDRA CAFE.

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
TIENTSIN	Cheongshing	Fri. 14th Aug. at noon
SHANGHAI	Yatshing	Fri. 14th Aug. at noon
MANILA	Loongsang	Sat. 15th Aug. at 2 p.m.
YHAMA, Kobe, & Moji	Wosang	Tues. 18th Aug. at 11 light
S'PORE, P'ang & C'utta	Namsang	Thur. 20th Aug. at noon
MANILA	Laisang	Thur. 20th Aug. at 2 p.m.
	Yuensang	Sat. 22nd Aug. at 2 p.m.

Return Tours to Japan

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Lovat," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairei, Weihaiwei, Tsingtau.
 ‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.
 For Freight or Passage,

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers	Date of Sailing
LONDON & ANTWERP	Carnarvonshire	31st Aug.
Trans-Pacific "Shire" & "Glen" Joint Service.		
TORIA VVER, STLE, TACOMA & PLAND		
VTORIA, VVER, STLE, TACOMA & PLAND		
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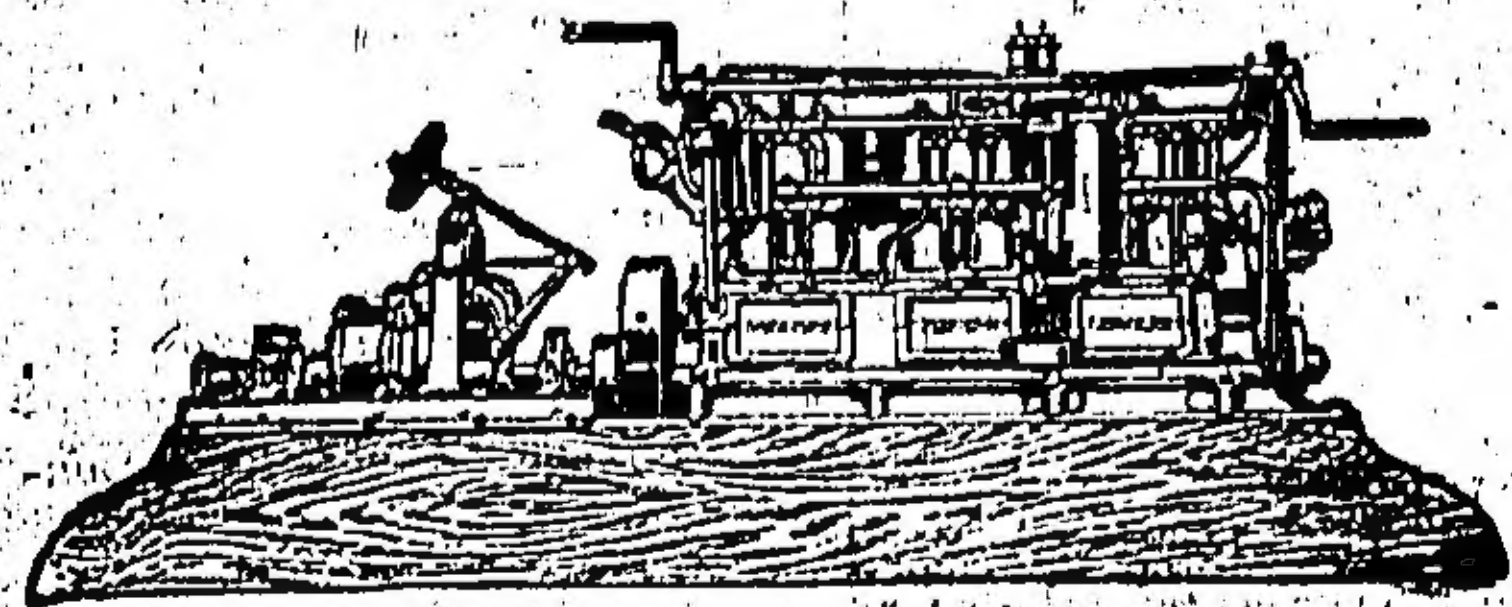
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Destination.	Vessel's Name.	For Freight Apply To	To be De- spatched.
London, via Usual Ports of Call	Oriental	P. & O.	15. Aug.
London & Antwerp	Carshire	J. M. Co.	31. Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14. Aug.
Sau F'co via S'hai & Japan etc.	Manchuria	P. M. Co.	18. Aug.
Victoria, E.C., & T'ma via S'hai etc.	Panama M.	O. S. K.	19. Aug.
San Francisco, via Shanghai,	E. of Japan	O. P. R.	19. Aug.
M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25. Aug.
New York	St. Robert	D. & Co.	25. Aug.
V'la, E.C., T'ma via K'lung, Japan	Seattle M.	O. S. K.	3. Sept.
San Francisco, via Shanghai,			
M'la, Japan and Honolulu	Nippon M.	T. K. K.	8. Sept.
Victoria, Vancouver & Seattle	Mershire	J. M. Co.	8. Sept.
Vancouver via S'hai, Japan etc.	Monteagle	O. P. R.	9. Sept.
San F'co via S'hai & C.	Tenyo M.	T. K. K.	15. Sept.
Mexican, Peruvian and Chile			
Ports via Japan	Selyo M.	T. K. K.	3. Oct.

AUSTRALIA.

Australian Ports via Manila	Changsha	B. & S.	14. Aug.
Australian Ports via Manila	Kumano M.	N. Y. K.	26. Aug.
Australian Ports via Manila	Empire	G. L. Co.	28. Aug.

SINGAPORE, COAST PORTS AND JAPAN.

Moji & Kobe	Kanagawa M.	N. Y. K.	14. Aug.
Jesselton, Kudat and Sandakan	M. & Co.	M. & Co.	15. Aug.
Manila	Loongsang	J. M. Co.	15. Aug.
Yokohama, Kobe and Moji	Namsang	J. M. Co.	15. Aug.
Tamsui via Swatow and Amoy	Daigi M.	O. S. K.	16. Aug.
Bombay via S'pore & Colombo	Colombo M.	N. Y. K.	17. Aug.
Manila, Cebu and Iloilo	Taming	J. M. Co.	18. Aug.
Kobe	Coblenz	M. & Co.	19. Aug.
Weihaiwei and Tientsin	Kueichow	B. & S.	19. Aug.
Anping, Takosia S'ow & Amoy	Soshu Maru	O. S. K.	19. Aug.
Singapore, Penang and Calcutta	Laisang	J. M. Co.	20. Aug.
S'pore, Batavia, Samarang, etc.	Hokuto M.	D. & Co.	22. Aug.
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	23. Aug.
Shanghai, Kobe and Yokohama	Polynesian	M. M.	24. Aug.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	25. Aug.
Bombay via S'pore, Port S'ham,			
Penang & Colombo	Saigon M.	O. S. K.	25. Aug.
Kobe and Moji	Takada	D. S. Co.	26. Aug.
Yokohama, Kobe and Moji	Tanda	D. S. Co.	3. Sept.
Kobe and Moji	Banri M.	D. & Co.	8. Sept.
S'pore, Batavia, Cherbon, etc.	Riojun M.	D. & Co.	22. Sept.
Singapore, Mauritius and South			
African Ports	Salamis	B. L. L.	25. Oct.
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	Q. deep.
Batavia, Cherbon, Samarang, etc.	Tijiboda	J. O. J. L.	1. half A.
Batavia, Cherbon, Samarang, etc.	Tijiboda	J. O. J. L.	1. half A.
Japan	Tijiboda	J. O. J. L.	1. half A.
Shanghai	Tijiboda	J. O. J. L.	2. half A.
Shanghai	Tijiboda	J. O. J. L.	1. half S.
Shanghai	Tijiboda	J. O. J. L.	Q. deep.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel.
Foochow	Haiyang
Seattle	Minnesota
Japan	Yatshing
Tientsin	Cheongshing
Australia	Changsha

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel.
Shanghai	Ohlyuen

CANADIAN MAIL

The C. P. R. s.s. EMPRESS OF JAPAN
left Vancouver on July 23rd, a.m.The C. P. R. s.s. EMPRESS OF RUSSIA
left Yokohama between 2 & 4 p.m. July 21.

AMERICAN MAIL

The American and Manchurian Line
s.s. KIOTO arrived at New York on Thurs-
day, the 6th inst.The P. M. s.s. MANCHURIA will be
despatched from Hongkong at 1 p.m. on
Tuesday, August 19, for San Francisco,
via Keelung, Shanghai, Nagasaki, Kobe,
Yokohama, Shimizu, Yokohama and
Honolulu.

MERCHANT STEAMERS.

The S. L. s.s. CARNARVONSHIRE
from Vancouver is due at Hongkong on
the 28th Aug.The East Asiatic Co's. s.s. SIAM left
P. S. S. on Monday the 13th July and
may be expected here on or about 18th
August.The s.s. TANDA sailed from Calcutta
on the 8th inst. and may be expected here
on or about the 24th inst.The s.s. KENTUCKY left Singapore
on Tuesday the 11th inst. and is due here
on Monday 17th inst.

TIDE TABLE.

10th Aug. to 16th Aug. 1914.

Day	High Water	Low Water
Mon.	10.10	4.10
Tues.	11.00	5.00
Wed.	11.50	5.50
Thurs.	12.40	6.40
Fri.	13.30	7.30
Sat.	14.20	8.20
Sun.	15.10	9.10

m. morning. a. afternoon.

VESSELS IN PORT.

Steamers.

Skerries, Br. s.s. 2,953, 21st July—Java,
12th July—Sugar—J. O. J. L.Onsang, Br. s.s. 1,757, 21st July—Java,
12th July—Sugar—J. M. & Co.Haida, Norw. s.s. 1,065, J. Jorgensen, 23rd
July—Amoy, 22nd July—Gen.—J.
C. J. L.Kwangta, Br. s.s. 1,302, G. J. Spink, 23rd
July—Swatow, 22nd July—Ballast
—B. & S.Mandip Range, Br. s.s. 2,995, Foxworthy,
23rd July—Moji, 18th July, Coal
—G. & Co.Empire, Br. s.s. 4,500, E. T. Plicher, 4th
inst.—Melbourne, 30th ult., Gen.
—G. L. & Co.

Shinsei Maru, Jap. s.s. 1,254, Tomioka, 27th July—Kwangyau, 24th July Cement Stone—Suzuki & Co.	Sanuki Maru, Jap. s.s. 3,881, T. Date, 7th inst.—Moji, End inst.—Gen.—N. Y. K.
Swanley, Br. s.s. 2,907, W. E. Stella, 27th July—Manila, Gen.—C. & Co.	Panama Maru, Jap. s.s. 3,767, J. Kanoo —Shanghai, 6th inst., Gen.—O. S. K.
Aki Maru, Jap. s.s. 4,002, J. Noma, 30th July—Shanghai, 25th July, Gen. —N. Y. K.	Halching, Br. s.s. 1,767, W. C. Pasmore, 9th inst.—Amoy, 8th inst., Gen.— D. L. & Co.
Minnesota, Am. s.s. 2,713, Garlick, 30th July—Manila, 28th July, Gen.— N. Y. K.	Loksang, Br. s.s. 970, D. W. Ritchie, 9th inst.—Hongay, 8th inst., Coal—J. M. & Co.
Seang Bee, Br. s.s. 3,784, J. Travis, 30th July—Singapore, 28th July, Gen.— —Chines.	Hue, Fr. s.s. 739, A. Cornelissen, 10th inst.—K. O. Wan, 9th inst., Gen.— —A. R. Marty.
Teucer, Br. s.s. 5,809, Yarwood, 31st July —Manila, 28th July, Gen.—B. & S.	Kashima Maru, Jap. s.s. 6,546, M. Yagi, 11th inst.—London, 4th ult., Gen. —N. Y. K.
Trocas, Br. s.s. 2,894, Pearson, 3rd inst.— Hankow, 27th ult., Bulk oil—A. P. & Co.	Munchuria, Am. s.s. 3,750, A. Dixon, 10th inst.—San Francisco, 11th inst., Gen.—P. M. & Co.
Tangshing, Br. s.s. 1,170, L. Humoy, 6th inst.—Soligon, 1st Aug., Gen.—Rico —Chines.	Sado Maru, Jap. s.s. 3,860, K. Asakawa, 10th inst.—Moji, 5th inst., Gen.— N. Y. K.
Kwangta, Br. s.s. 1,536, A. Sangster, 6th inst.—Shanghai, 2nd inst., Gen.— O. M. S. N. & Co.	Loongsang, Br. s.s. 1,290, Leask, 11th inst.—Manila, 8th inst., Gen.—J. M. & Co.
Tydeus, Br. s.s. 7,144, W. Duncan, 6th inst. —Hankow, 1st inst., Beans—Or- der.	Changsha, Br. s.s. 1,463, O. Gambell, 11th inst.—Manila, 8th inst., Gen.—B. & S.
Yatshing, Br. s.s. 1,434, F. E. Jarratt, 7th inst.—Singapore, 1st inst., Gen.— —J. M. & Co.	Salun, Norw. s.s. 868, D. E. Horbrinder, 11th inst.—Bangkok, 3rd inst., Rice—Chines.
Daglin, Norw. s.s. 896, A. T. Salvesen, 6th inst.—Iloilo, 1st inst., Water bul- last—T. & Co.	Delta, Br. s.s. 4,780, Le Mare, 11th inst.— Shanghai, 8th inst., Gen.—P. & O. S. N. Co.

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and specially nourishing food beverage may
be made with Benger's Food in combination
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Benger's Food, prepared with
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TOYO KISEN KAISHA.GOING AND RETURNING WITHIN PERIOD
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Tickets are interchangeable for return by any steamer of above-named
Companies and include Rail between Japan Ports of call if desired.Passengers may go and/or return VIA MANILA without additional charge
by steamers calling at that Port, so indicated in schedule of sailings shown below.The Steamers operated by the Companies named are the largest, fastest
and most luxurious on the Coast.JOINT SCHEDULE OF SAILINGS TO AND FROM
JAPAN PORTS.

From JAPAN.

To JAPAN.

YAMAHA	KORE	NAGASAKI	IF GOING	STEAMER	YOKOHAMA	NAGASAKI	KORE	YAMAHA
LEAVE	LEAVE	LEAVE	ARRIVE		ARRIVE	ARRIVE	ARRIVE	ARRIVE
20 July	21 July	22 July	23 July	MANCHURIA	18 Aug	19 Aug	20 Aug	21 Aug
27 July	28 July	29 July	30 July	E. OF JAPAN	25 Aug	26 Aug	27 Aug	28 Aug
3 Aug	4 Aug	5 Aug	6 Aug	TOYO MARU	1 Sept	2 Sept	3 Sept	4 Sept
10 Aug	11 Aug	12 Aug	13 Aug	1 MILE	8 Sept	9 Sept	10 Sept	11 Sept
17 Aug	18 Aug	19 Aug	20 Aug	E. OF KURILIA	15 Sept	16 Sept	17 Sept	18 Sept
24 Aug	25 Aug	26 Aug	27 Aug	HIPOPO MARU	22 Sept	23 Sept	24 Sept	25 Sept
31 Aug	1 Sept	2 Sept	3 Sept	MONTAGLE	29 Sept	30 Sept	1 Oct	2 Oct
7 Sept	8 Sept	9 Sept	10 Sept	MONSIEUR	6 Oct	7 Oct	8 Oct	9 Oct
14 Sept	15 Sept	16 Sept	17 Sept	SHINYO MARU	13 Oct	14 Oct	15 Oct	16 Oct
21 Sept	22 Sept	23 Sept	24 Sept	E. OF INDIA	20 Oct	21 Oct	22 Oct	23 Oct
28 Sept	29 Sept	30 Sept	1 Oct	PERIA	27 Oct	28 Oct	29 Oct	30 Oct
5 Oct	6 Oct	7 Oct	8 Oct	E. OF ASIA	3 Oct	4 Oct	5 Oct	6 Oct
12 Oct	13 Oct	14 Oct	15 Oct	KOREA	10 Oct	11 Oct	12 Oct	13 Oct
19 Oct	20 Oct	21 Oct	22 Oct	E. OF JAPAN	17 Oct	18 Oct	19 Oct	20 Oct

† Returning via Manila.

Steamers proceeding via Manila do not call at Yokohama.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, AUGUST 13, 1914.

BRITISH NORTH BORNEO COMPANY.

SATISFACTORY POSITION.

The Policy of Development.

The 83rd half-yearly meeting of the British North Borneo Company was held on 14th ult. at the Cannon-street Hotel, E.C., Sir West Ridgeway (the chairman) presiding. The secretary (Mr. Harrington G. Forbes) having read the formal notice.

The Chairman, in the course of his speech, said:—Our position, as disclosed by the balance-sheet, is, I think you will agree, very satisfactory. The revenue of the territory in 1913 exceeded that of the preceding year by no less than £33,927, and the total receipts of the year exceeded the expenditure by £109,406, as compared with £81,888 in 1912: that is to say, the surplus of 1913 has increased by £27,808 over that of 1912, or about 37 per cent. The interesting and, indeed, gratifying feature of the revenue is that increases are shown under all headings, with one single exception, namely, postal revenue, which shows a decrease of £580, due merely to an adjustment of stock. There should, however, be a material increase in the receipts under this heading during the current year. The chief increases are under excise and licences, £15,600; customs £9,800; and railway, £3,700. In July last I referred to customs as "the best index of the progress of the State." It is interesting to note that the increase in 1913 under this heading was over twice as much as either of the increases in 1912 (£4,377) or 1911 (£4,740). The total revenue receipts—exclusive of land sales—which amounted in 1905 to £109,942, have risen in 1913 to £234,075, showing an increase of £124,133, or about 110 per cent. Moreover, the surplus revenue, which amounted to £30,606 in 1905, has risen in 1913 to £109,096, or an increase of £78,490, equal to 177 per cent. This proves the undoubted progress we are making, and demonstrates clearly that, quite apart from any windfall we may secure from time to time from sales of land, the surplus of ordinary revenue can be depended on to provide a satisfactory annual return on the money we have invested. As I remarked last year, the revenue is increasing by leaps and bounds without a check, and the prospects of the territory, judged by this and other tests, such as the increased trade and excise returns, are rapidly improving. The existing revenue continues to increase, especially in those branches such as Excise, Customs, &c., which indicate the growing prosperity of the people. New sources of revenue—or, rather, the improvement of sources of revenue not sufficiently utilised at present—are in sight. For instance, the land department has now been placed on an efficient footing, and we expect a large increase of revenue in the future. Although land sales on a large scale have ceased, the large area of land which is being alienated under ordinary title is a healthy sign of progress and development. The cultivation of the coconut I consider to be one of the great industries of the future, and we have extensive tracts of land which are admirably suited for this cultivation. But the principal source from which we expect largely increased revenue in the future is the exploitation of our magnificent forests. The expenditure has also largely—though not proportionately—increased, but if there had been no increased expenditure there would certainly have been no increased revenue; in other words, the increase of revenue is due to the liberal and judicious expenditure in recent years. You should note

that, whilst the revenue for 1913 exceeded that of 1912 by £33,927, the expenditure exceeded that of the preceding year by £9,451. Altogether we are more than satisfied with the result of the year's working.

The Dividend.

There is a balance to the credit of revenue account of £110,653, and out of this the Court, for the fifth time, recommend the payment of a dividend of 5 per cent. for 1913. We are able to do this without encroaching on the reserve fund, which was created out of the proceeds of sales of land during the years 1909 and 1910, and we shall be disappointed if, from this year onwards, our surplus revenue is not sufficient each year to enable us not only to pay the interest on the debentures, but also maintain the dividend at not less than 5 per cent. With regard to the general trade of the country, you will observe that, whereas in 1912 the total trade amounted to £1,299,000, it had grown in 1913 to £1,497,000, showing an increase of £198,000. The total of the export trade is a record. Rubber shows an increase of £100,891 and estate-grown tobacco shows an increase of £76,485. The export of rubber in 1913 amounted to 1,029,283 lbs., as against 411,070 lbs. in 1912, an increase of 612,213 lbs., or about 150 per cent., and you will be glad to note that almost invariably the rubber from British North Borneo is of the best quality and commands the highest prices in the market. With regard to the Jesselton reclamation scheme, the work has not been carried on with the celerity which we expected; but the representations which have been made to the contractors have resulted in the work being proceeded with more rapidly than was the case until December last. With regard to the railway, steady progress continues to be made. Between 1909 and 1913 the receipts have increased by £13,655, equal to an average annual increase of £3,413. In other words, the railway receipts have increased in four years by 125 per cent. On the other hand, the railway expenditure represents an increase in four years of 74 per cent. The reconstruction work being carried out will effect, when completed, a considerable decrease in working expenditure. The work is progressing very satisfactorily under the able supervision of the general manager, Mr. Watson. Up to the end of 1913 we have expended about £187,000 in reconstruction and supplying proper rolling stock, and it is estimated that a further expenditure of about £40,000 will probably be necessary. We see every prospect of the railway proving remunerative in the future, and with this view we are about to undertake its extension for about 20 miles from Jesselton in a northern direction to Tuaran, which will pave the way for further extension in the not very remote future through the Temposak district to Kota Belud, and possibly on to Marudu Bay. The Governor estimates the cost at, roughly speaking, £62,000, which works out a little over £3,000 per mile—a very moderate outlay; but against this must be placed the £25,000, the cost of the road which I stated last year would be constructed, and which, of course, would have yielded no direct revenue.

Having alluded to the scheme framed by Dr. Orme, the company's capable principal medical officer, for the reorganisation of the medical service of the territory, the chairman referred to the progress being made towards the lighting of the coast. Continuing, he said: "When we met last December I informed you that our first wireless station—namely, the one at Sandakan—had been completed. I am now able to report that two more stations have been constructed—namely, at Jesselton

and Tawao (in Cowie Harbour). Communication between these three stations may soon be expected, and very shortly, for the first time in its history, the Cowie Harbour Coal Company will be in telegraphic communication with the rest of the world, a matter of considerable importance to the coal industry. A fourth station will be erected at Kudat, in the northern portion of the territory, so I hope in December to be able to inform you that North Borneo is thoroughly well equipped in the matter of wireless telegraphy. But please bear in mind that the wireless system is not a luxury, as it should prove the means of effecting considerable economy."

An Important Asset.

Our forests are an asset of vast importance, and of a value which is yearly increasing. Forestry work in Borneo has hitherto been necessarily conducted in a somewhat haphazard way owing to the absence of an expert staff to control and advise. The time is now ripe for a systematic development of these neglected resources, and we anticipate that the policy we are about to embark on will result not only in enhancing the value of our standing timber as an asset, but, after a few years, in very substantially increasing the Government revenue from forest sources. This, too, we hope to effect without adding to the burdens now borne by our timber merchants. On the contrary, we hope, by active and sympathetic co-operation between Government and the timber merchants, to assist the latter to our mutual advantage. I now come to the important subject of coal. I announced in December last that the estimated output from the Selimpopon mines for 1913 would be 53,000 tons. This figure was exceeded by 3,000 tons, the total output for the year being 56,000 tons. Increases have been shown in the average daily output, but, as I foreshadowed in December, this improvement does not dispose of the necessity for reconstruction of the coal company pending which the Court have continued to afford the company financial assistance. You will, no doubt, wish to hear the latest news with regard to oil. In December last I was only in a position to tell you that the work of exploitation was being vigorously prosecuted. I can go a little further than that on this occasion. As you are aware, there are two powerful groups at work in the territory—the Netherlands Colonial Petroleum Company on the mainland and the Royal Dutch Petroleum Company on the island of Sebatik, at the extreme south-east of the State of North Borneo. With regard to the former, two wells have been sunk in the Klias Peninsula, one reaching to a depth of 1,100 ft. and the other to a depth of 1,011 ft. In both these wells traces of oil have been found, and, in addition, sites have been located on which it is intended to sink two new wells, and further drilling plant is being sent forward with that object. Then, both on the east and the west coasts geologists have been employed in examinations. As regards the west coast, they have examined the territory lying to the south of the Klias Peninsula up to the Brunei boundary, and it is hoped that their reports will be favourable. The island of Mangalam, which lies to the north-west of Jesselton, has been examined, and as a result it has been decided to drill two wells at once on that island. As regards the Royal Dutch Petroleum Company, who are at work on Sebatik Island, a well has now reached a depth of 700 ft. Traces of oil have been encountered in this well. We understand that the drilling of a second well is in contemplation. In 1913 exports of estate-grown tobacco from the territory exceeded the figure for 1912 by 4,464 bales. The crop of 1913 is still in process of sale on the Amsterdam market.

The price obtained up to date have, I regret to say, been very far from satisfactory, owing to abnormally bad weather during the period of cultivation. Recent advices indicate, however, that the rain which has recently fallen has been very beneficial.

The Question of Finance.

Having referred in appreciative terms to the staff the Chairman said:—It may be within the recollection of many of you that our first 5 per cent. dividend was declared and paid out of the profits of the year 1909. Prior to 1909 the annual dividends had been increased from 1 per cent. in 1896 to 4 per cent. in 1908. In 1908 we had the commencement of the rubber boom, and from that year to 1910 we realised a very large amount from the sale of land—namely, about £250,000. The realisation of that sum enabled the Court to increase the dividend to 5 per cent. in 1909 and subsequent years. We could, of course, have paid a very much higher dividend in those rich years, but, realising that the boom would probably be of short duration, we contented ourselves with this moderate rise in dividend, and reserved the balance for the equalisation of dividends in future years, for few would have believed that the ordinary revenue, exclusive of land sales, would have risen to so high a figure as to permit of our paying 5 per cent. dividend out of surplus revenue. The sales of land on a large scale have now practically ceased, and, therefore, as our policy is not to touch for that purpose the reserve in question, we must look to this, our ordinary surplus revenue, for the payment of dividends. I pointed out to you in July, 1912, that our new programme of development consisted of reconstructing the railway, immigration of settlers, the installation of wireless telegraphy, purchase of steamers to bring North Borneo into closer contact and more intimate relation with neighbouring countries, development of the coal industry, making of roads, reclamation of land at Jesselton, improvements to the harbour and lengthening and strengthening the pier, providing adequate water supplies at Jesselton and Sandakan, harbour lighting, &c. Since that date, up to the end of 1913, we have expended a sum of about £445,000 on these and other development works. This includes £98,800 advanced to companies at 6 per cent. interest, and £32,000 advances for guaranteed dividends. I should remark at this point that the payment of guaranteed interest comes to an end in 1916. You will no doubt wish to know the reason for the debenture issue which we made in February last. The first consideration that will have occurred to you is the fact that apart from the unexpended proceeds of the debenture issue of 1912, we had a considerable amount of money invested at the time, and that, therefore, there were funds available for development purposes without having recourse to a further issue of debentures, but we were faced with the problem that the realisation of investments would have entailed a heavy loss—over £100,000, considerably more than it cost us to make the issue—while at the same time we knew that sooner or later further funds would be required to continue our policy of vigorous development. The question was: Should we realise at a considerable loss or should we take advantage of the first favourable opportunity to raise more money? We decided to take the latter course, and in February of this year the favourable opportunity for which we were waiting arose, and we issued the balance of £500,000. Four and a half per cent. debentures at an issue price of 88 per cent. We sought the best advice in the City, and it was indeed fortunate that we adopted that advice and took advantage of the improve-

ment in the money market which showed itself for a brief period in February last, for at no time since should we have been able to raise more money, even at a greater discount.

Privileges and Responsibilities. I hope you will agree with the Court that the prospects of the company are highly satisfactory. There is no doubt that the prosperity of the territory has increased and is still increasing in a remarkable way. We claim that this is the result of the policy which the Court—with the approval of the shareholders—have adopted, and are so vigorously enforcing—namely, the policy of development. Remember that your increasing revenue is in no way the result of trading operations, as apparently some people think. The sources of revenue, which have been given in every statement of account published since the company was formed, are identical with those of every Crown colony and are totally distinct from those of any ordinary trading, mercantile or financial undertaking. You must, however, remember, that you have responsibilities as well as privileges. You enjoy the sovereign rights over this territory—the size of Ireland—but, on the other hand, the Government expect you to do your duty in all branches of the administration, especially as regards the native population. If you fail in this respect there is no doubt that your privileges would be cancelled and withdrawn. As long as we discharge our duties with justice and efficiency the Colonial Office will in no way interfere with our administration, but North Borneo is an Imperial asset which His Majesty's Government cannot allow to lapse into the benighted condition from which we have reclaimed it. But here lies the great security which is enjoyed by the shareholders of this company. Should days of trouble overtake us our property cannot be abandoned as a mine would be abandoned, for it must, in Imperial interests, be taken over by His Majesty's Government, of course, after paying due compensation to the shareholders. That compensation will be the greater in proportion to the development of the country, and, therefore, the more you remuneratively expend the greater will be your profits, if not immediately, in the near future, and the higher will be the price which the Imperial Government will have to pay to you in the event of its being compelled—by the exigencies of the Empire—to take over the administration. This is why the British North Borneo Chartered Company occupies a unique position, and this is how it enjoys security which is unknown to any commercial or industrial association in the Empire. (Applause.) The Chairman concluded by moving the adoption of the report and accounts.

Mr. Edward Dent seconded the motion. The Chairman, in reply to questions, stated that the depreciation in the investments on Dec. 31 last was £101,000 odd, but at the present time it was less than that amount by £11,000. As long as the investments had not to be realised it was not a matter of vital importance whether the depreciation on them was more or less, but they had every hope that the money market would improve in the future. The investments, standing in the balance-sheet at £356,946, consisted of Consols and colonial Government securities amounting to £212,184, and of rubber shares amounting to £144,762, and they yielded the company an income of about 3½ per cent. The depreciation on the Consols and colonial investments was £24,300, the balance of the depreciation being on the rubber shares. With reference to the observation of a shareholder that the market value of the company's shares had fallen

SLUMS IN SHIPS.

Mr. Burns and Health of Seamen.

The statistics of mortality in the mercantile marine give a very clear indication of the insanitary conditions prevailing in many slums at sea. The death-rate per 1,000 from disease during the last 20 years has been consistently higher than that in the Navy and Army and among the male civil population between the ages of 23 and 45 years. Even during the South African War, with the exception of one year from July 1, 1899, to June 30, 1900, the death-rate in the mercantile marine exceeded that in the Army. The most significant figures are those which show that during the last 10 years the death-rate in the mercantile marine per 1,000 has been considerably higher than that from all causes in the Navy, and very much the same as that from all causes in the Army.

In many quarters hopes are entertained that the transfer of Mr. John Burns from the Local Government Board to the Board of Trade may result in a considerable improvement in the conditions. While at the Local Government Board Mr. Burns was instrumental in effecting a large reduction in infantile mortality and in the death-rate caused by tuberculosis, and much might be accomplished by similar vigorous administrative methods with regard to sailors.

As a matter of fact, with the mortality figures in his mind, Mr. Burns lost no time in taking the subject into consideration, for within two days of his transfer to the Board of Trade he began an investigation of it. He has appointed a special committee of experts thoroughly qualified to deal with the subject to go into the whole question of the high mortality among sailors and to recommend what steps shall be adopted to remedy existing evils. Mr. Burns stated in conversation with a representative of the *Times*, that his committee will report to him as soon as possible. Through the Board of Trade inspectors and surveyors special attention has also been paid to the men's quarters on British ships.

The energies of the President of the Board of Trade have not all been in the direction of bringing pressure to bear upon the shipowners; he has borne in mind the fact that they are not alone responsible for insanitary conditions, which undoubtedly exist, and has urged the leaders of the men to use their authority to see that when clean and decent quarters are provided the sailors shall recognize their duty to keep them clean and decent. Mr. Burns proposes during the autumn to lay emphasis upon this aspect of the situation, and to try to secure the co-operation of the men in raising the standard of life and decency on British ships.—*The Times*.

because they were going too fast and developing too quickly, he could only emphasise the fact that if they were to cease their policy of development they would bitterly regret the fact later on. They had a country of rich resources undeveloped, and the policy of development had justified itself. The motion was carried unanimously. Resolutions were afterwards passed declaring a dividend of 5 per cent. for the year ended Dec. 31 last, and re-electing the retiring directors (Mr. Edward Dent and Major-General Sir A. E. Turner, K.C.B.) and the auditors (Messrs. Turquand, Youngs and Co.). The proceedings terminated with a cordial vote of thanks to the chairman.

TRADE OF HOKKAIDO FOR 1913.

Coal.—The home demand is so great that export is limited, while exports at Yubari had a severe effect on the output of that important mine. Hongkong took half the total export of 38,956 tons.

Fishing Trade.—By this trade is meant that which is carried on in Russian waters under the Russo-Japanese Fisheries Agreement of 1907. Every year some 15,000 fishermen from this district spend the season at fishing stations along the Asiatic Russian littoral, where Japanese fishing guilds and companies have acquired leases of fishing rights at auctions held by the Russian Government. Since nearly all materials, boats, nets, and provisions, as well as labour, are taken from the Hokkaido, and practically no money, beyond the rent of concessions (£2,900 in 1913) is spent or left in Russia, these fisheries may be said to represent an annual net gain to the Hokkaido of at least £300,000. It is a curious commentary on the state of development of the Hokkaido that one of the chief sources of its income should be outside its boundaries. It should be added that large quantities of salted salmon, as well as other fish and products are exported direct from the stations, without touching at Hokkaido ports.

Agriculture.—Despite all difficulties, the farmers in North-Eastern Japan and the Hokkaido adhere to rice growing, partly through usage, but also because rice is a money-crop, which cannot at present be said of any other cereal in these districts. As things now stand, the agriculture of the northern parts of Japan presents a difficult problem. Every year the farmer must gamble against nature, and very frequently, as in 1913, loses heavily. A very reliable authority informs me that, by an extended use of fertilisers (produced in Japan), the rice could be brought to maturity before the cold set in, but the farmers are poor, and the northern prefectures are neglected in the matter of agricultural funds and progressive agricultural officials. The truth is that lack of capital is at the bottom of most of these difficulties. As the authority above quoted states, it might be possible to substitute wheat for rice as a crop if the summer climate proved dry enough; or mulberry and fruit growing could be largely extended; but both these cultures require more capital than rice growing to equip orchards and fields to tide over the initial period of establishment.

Mining.—The chief minerals found in the Hokkaido are coal (1,226,805 tons in 1913) and sulphur (37,000 tons in 1913). There are small quantities of gold, silver, and copper, and manganese is being mined experimentally. There has recently been a good deal of prospecting for petroleum, but the amount of crude oil produced in 1913 was only 168,720 gallons, 32,800 gallons less than 1912. In Saghalien only coal is at present worked, and that experimentally, at the Kawakami mine. Iwate Prefecture produced minerals to the value of some £439,500 in 1913, of which the most important are iron (£294,000) and copper (£78,825). Aikita Prefecture has large copper mines, and there have been recent discoveries of copper in Aomori-ken, but statistics from these prefectures are not available.—*Consular Report*.

Canadian Pacific Colonization. Montreal, July 7.—During the first six months of the year, the Canadian Pacific Railroad colonized 101,154,000 acres of its own land, on which it settled 457 families, consisting of 1,765 persons. The company's new policy is to sell land to settlers only and not to speculators.

NOTICES



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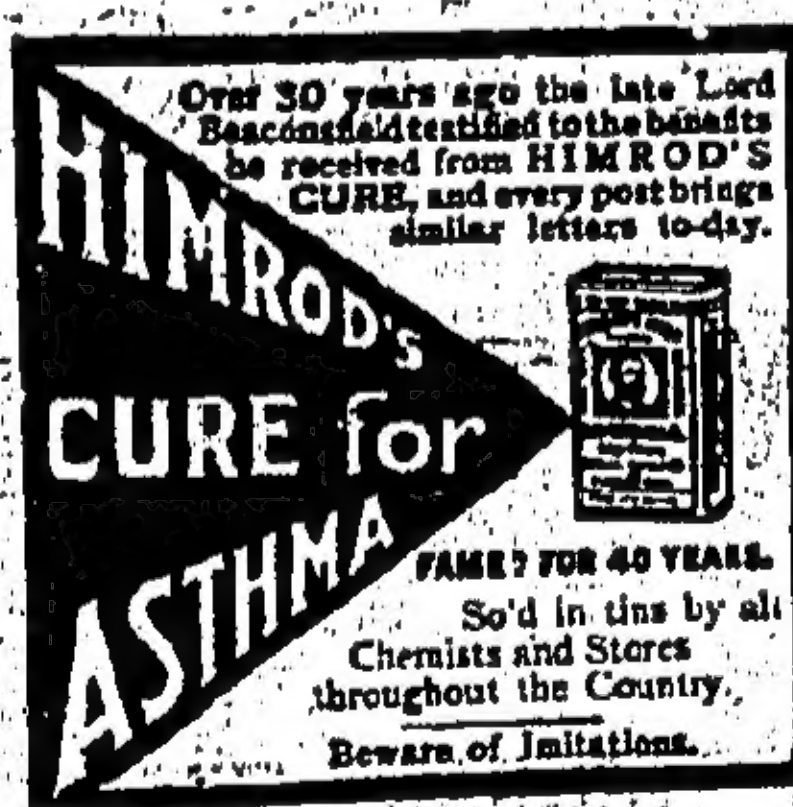
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NAME OF DOCK OR SLIP	LENGTH ON KEEL FOOTER	ENTRANCE BREADTH	DEPTH OVER BEAM AT		RISE OF TIDE	
			ORDINARY SPRING TIDES	NEAPS		
KOWLOON						
No. 1 Dock, Kowloon	700'	85' top 125' bottom	30'		10'	
No. 2 Dock, Kowloon	311'	100'	15' 6"		10'	
No. 3 Dock, Kowloon	311'	100'	15' 6"		10'	
Patent Slip, No. 4 Kowloon	640'	80'	25'		10'	
Patent Slip, No. 5 Kowloon	360'	80'	25'		10'	
TAI-KO-KU-SUI						
Compass Point Dock	65'	15'	20'		10'	
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No. 1 Dock	450'	15'	20'		10'	

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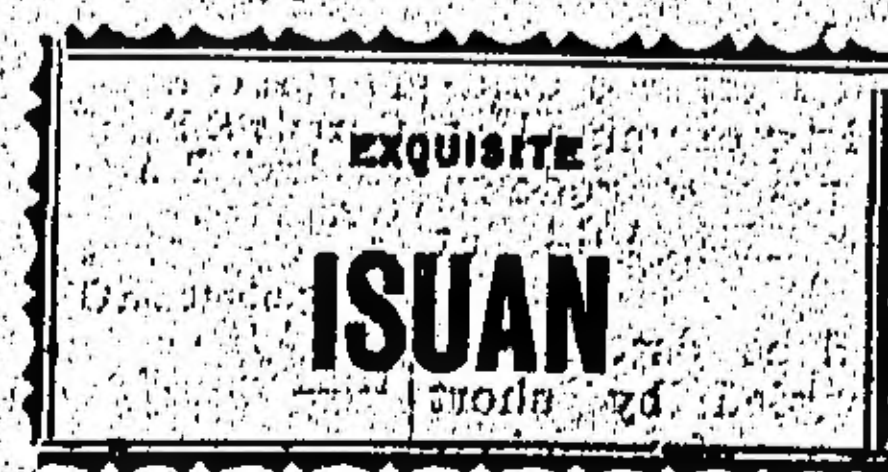
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NOTICE

ANNOUNCEMENT.

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Assets £ 13,833,482 : 12 : 4d.

THE Management of the Company's Representation in Hongkong has from to-day been taken over by me and the interests of the Company will thus be entirely under British control.

H. S. PLAYFAIR.

Hongkong, 10th August, 1914.

PUBLIC COMPANIES

HONGKONG & SHANGHAI
BANKING CORPORATION.NOTICE OF ORDINARY AND
EXTRAORDINARY
MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914, (both days inclusive) during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to the Hongkong and Shanghai Bank Ordinance 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of the Hongkong and Shanghai Bank Ordinance 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any mortgage or other lien or charge on real or personal property as a security for any monies actually, and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution thereof of the following words:—"To take, accept, enforce, release, realise, or deal with any security now held or which may hereafter be held by the Company, for any monies owing to, or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit, or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of line 2 of Article 56, namely, the words "for not

exceeding fifteen days before and seven days after every ordinary Meeting," and that the following words be adopted and substituted therefor, namely: "during such time as the Court thinks fit not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting," and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That at Article 76, and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in a General Meeting and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year.

ARTICLE 77.—The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings.

ARTICLE 78.—All other General Meetings shall be called Extraordinary Meetings.

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year ending the 30th June and the 31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 16th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and 4 be struck out of lines 3 and 5 of Article 176 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors,
A. G. STEPHEN,
Acting Chief Manager
Hongkong, 21st July, 1914.

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GEORGE HOGG,
Manager.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912

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Interest Allowed on Current Account.

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EISHIONO, Manager.

Hongkong, 6th April, 1913. [18]

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Wm. DICKSON,
Manager.

Hongkong, 11th April, 1912. [2]

NOTICES

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S. H. Dodwell, Esq.

G. T. M. Edkins, Esq.

O. S. Gubbay, Esq.

P. H. Holyoak, Esq.

J. A. Plummer, Esq.

Hon. Mr. E. Shellim.

CHIEF MANAGER:

Hongkong—N. J. Stubb

ACTING MANAGER:

Shanghai—J. D. Smart.

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Hongkong—Interest Allowed:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN,
Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation.

A. G. STEPHEN,
Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up...Sh. Taels 7,500,000

Head Office—Shanghai.

Board of Directors—Berlin.

Branches:—

Berlin

Calcutta

Canton

Hankow

Kobe

Peking

Singapore

Tientsin

Yokohama.

LONDON BANKERS:

Messrs. N. M. Rothschild & Sons.

The Union of London and Smith's Bank Limited.

Deutsche Bank (Berlin), London Agency.

Direction der Disconto Gesellschaft.

Dresdner Bank.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application.

Every description of Banking and Exchange business transacted.

MAX GUTSCHKE,
Manager.

Hongkong, 9th Oct. 1911.

THE MERCANTILE BANK OF INDIA LIMITED.

Authorised Capital £1,500,000

Subscribed " 1,125,000

Paid Up " 562,500

Reserve Fund " 465,000

BANKERS:

Bank of England.

London Joint Stock Bank.

Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

THE ALEXANDRA CAFE

Cannot be Beaten, if Equalled.

For Bread, Cakes, Confectionery and meals with Wines & Liquor.

EXCHANGE

Selling	Buying	3/4 Marks
T/T 1/10 1/16	Nom.	Demand Germany Nom.
30 d/s 1/10 9/16		D/D France 1/11 5/8
60 d/s 1/10 11/16		On Haiphong 6 3/4 p.m.
4 m/s 1/10 3/4		On Saigon 6 1/2
D/D Shanghai 75	Nom.	On Bangkok 82
Private 30 d/s sight		Buying
D/D Singapore 80 1/4		4 m/s L/O 1/11 1/2
D/D Japan 91 1/4		4 m/s D/P 1/11 5/8
T/T India 140 3/4		6 m/s L/O 1/11 7/8
Demand India 140 3/4		30 d/s S'ney & M. 1/11 3/4
T/T Bombay 140 3/4		30 d/s San F'co & N.Y. 1/11 3/4
Demand Bombay 140 3/4		4 m/s Marks 1/11 3/4
T/T Calcutta 140 3/4		4 m/s do 1/11 3/4
Demand Calcutta 140 3/4		Gold Leaf per tael \$58.40
Demand Manila 92		Sovereign 10.30 Nom.
T/T San F'co & N.Y.		T/T San F'co & N.Y.
Demand, New York 451		Bar Silver, ready 26 3/4
D/D Java 113 1/4		forward

Subsidiary Coins.	Opium Quotations
Discount per \$100:	July 17
Chinese 20 cts. pieces \$ 9 1/2	Malwa, New \$8.300 per p
Chinese 10 " \$10 1/2	Malwa, Old 8.300
Hongkong 20 " \$ 7	Patna, New 9.325 per che
Hongkong 10 " \$ 7 3/4	Patna, Old 9.100
	Benares, New 9.050
	Benares, Old 8.825

TO-DAY'S SHARE REPORT.

STOCKS & PAID UP VALUE.	CLOSING QUOTATION.	LAST DIVIDEND AND RATE.
HONGKONG & SHANGHAI BANKING CORPORATION	\$125	\$2 & 5/- b. at ex 1/11 3/16 equal to \$3.29 for 14 year ending 31/12/13
CANTONS	\$50	Final of \$3 a/o 1912, Interim of \$18 a/o 1913
NORTH CHINA	\$25	Final of \$20 making \$30 for 1912 and Interim of \$30 for 1913
UNIONS	\$100	Final of \$12 mak. \$15 for 1912 & Int. of \$3 for 1913
YANGTZEKES	\$50	\$10 for 1912 \$27 for 1912
CHINA FIRES	\$20	\$1 for 1906 \$2.50 for year end'g 30/6/13
HONGKONG FIRES	\$50	Final of \$1 for half year ending 31/12/13
DOUGLAS STEAMSHIP	\$50	3% Interim a/o year 1913 on preferred shares
STEAMBOATS	\$15	Final of 5/- making 7/- for 1913 Coupon No. 22.
INDO-CHINA (Preferred)	\$25	\$1.70 per share and bonus of 30 cents per share for year ending 30/4/13
"Shell" TRANSPORTS	\$1	\$3 for 1912 \$3 for 1897
"Star Ferry"	\$10	Interim of 5% Coupon No. 3 account of year ending 30/6/14.
CHINA SUGARS	\$100	Int. of 1/6 mak. 6/8 a/o 1913 1/2 for 1909
LUNZON SUGARS	\$100	\$3.50 for year 1913
CHINESE ENGINEERING	\$1	\$3 for 1913
TRONCHS	\$1	Tls. 3 for 1912
RAUBS	\$1	Interim of Tls. 3 for 1913
KOWLOON WHARFS	\$50	Tls. 6 2/2 1/2
H.K. & W'POA DOCKS	\$50	First year \$7 on old shares, \$3.50 on new shares for year 31/12/13
SHANGHAI DOCKS	\$100	\$3 1/2 for 1/2 year ending 30/6/14
HONGKOW WHARFS	\$100	50 cents for 1913
ANGLO-FRENCH LANDS	\$100	\$2.50 for 1913
H'KONG CENTRAL E'ES	\$100	Interim of 5 p.c. for year ending 30/6/13 \$2.00 for 14 year ending 30/6/14
HONGKONG HOTELS	\$50	15 per cent. for 1910
HONGKONG LANDS	\$100	Tls. 15 for year ending 31/10/13
HUMPHREYS ESTATES	\$10	Tls. 10 for year ending 30/6/13
KOWLOON LANDS	\$30	T. 12 for year end'g 31/12/12
SHANGHAI LANDS	\$30	Tls. 14 for year ending 30/11/13
WEST POINT	\$50	50 cents 31.7.08
MANILA M'POLE HOTEL	\$10	\$1.20 for 1913
EWOS	\$50	70 cents for 1913
SHANGHAI COTTONS	\$10	\$1.30 for year end'g 31/7/13
LAOR KUNG MOW	\$10	40 cents for 1911
KUNG YIK	\$10	\$1.80 per share for 1913
HONGKONG COTTONS	\$10	Interim of \$2 1/2 a/o 1914
CHINA-BORNEO	\$12	\$2 for 1913
LIGHT AND POWERS	\$10	[Interim of Tls. 1 mak. ling Tls. 2 a/o 1913
DO. (Spec. shares)	\$1	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30/4/14
CHINA PROVIDENTS	\$10	Final of 6d. making 7d. per share for 1913.
DAIRY FARMS	\$6	None
GREEN ISLANDS	\$10	None
HONGKONG ELECTRIC	\$10	None
HONGKONG ICE	\$25	None
HONGKONG ROPES	\$10	None
LANGKATS	\$10	None
MORNING POST	\$25	None
PEAK TRAMWAY	\$10	None
DO. (new)	\$1	None
HONGKONG ELECTRIC TRAMS	\$10	None
PHILIPPINES	\$10	None
H. PRICE & CO., LD.	\$10	None
SOCIETE DES PULPES	\$50	None
PULPES	\$50	None
DU TONKIN	\$50	None
SHANGHAI-SUMATRAS	\$20	None
STEAM LAUNDRY	\$5	None
UNITED ASBESTOS	\$10	None
ORIENTAL AGENCY	\$10	None
LD.	\$10	None
UNITED ASBESTOS	\$10	None
FOUNDERS SHARES	\$10	None
UNION WATERBOAT	\$10	None
WEISMANN, LTD.	\$10	None
WATSON	\$10	None
WILLIAM POWELL, LTD.	\$10	None

"BEN" LINE OF STEAMERS
NOTICE TO CONSIGNEES.

The Steamship
"BEN LOMOND."

From ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence



BENGER'S
is **NATURAL**
FOOD—
entirely free from any
chemical substance
whatsoever.

It is different from all
other foods in being
scientifically combined
with natural digestive
principles.

Benger's Food

is prepared for child, invalid, or aged person, with fresh
new milk, and in course of preparation, both the Food
and the milk are partially digested, as desired.

This unique feature enables Benger's Food to be
assimilated under almost all conditions of illness and
digestive disorder.

The composition of Benger's Food is known
to and approved by Doctors throughout the world.

Benger's Food is sold in Hong Kong by Chemists, etc., everywhere.

As interesting booklet explaining how Benger's Food
"Benger's Food" is sold in Hong Kong, write to
BENGER'S FOOD LTD., OTTER WORKS, MANCHESTER, ENGLAND.

Branch Office:
NEW YORK (U.S.A.) 10, WILLIAM STREET, NEW YORK.
SYDNEY (N.S.W.) 10, FITZ STREET, SYDNEY.
Canton, Amoy, Hong Kong, Shanghai, etc., etc.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of
Anemia, Debility and Constipation, to young women, children
and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDEBROOK MACGREGOR & Co., Hongkong.

Direct from
the Looms to
your Home

CONSULT our Catalogue, full of new ideas, showing in pictures, how to drap
ordinary or modern windows. All kinds of CURTAINS, CURTAIN MATERIALS,
MADREAS, MULLINS, CAMBRIDGE CURTAINS, at Loom Prices. Also HOUSEHOLD
LINEN, LADIES' and GENTS' UNDERWEAR, HATS and HOSIERY, COSTUMES,
GENTS' CLOTHING and FURNITURE.

Peach's LARGE FREE
CATALOGUE OF
CURTAINS

TABLE LINEN PARCEL 22/-
Postage Paid.
(HEAVY DOUBLE DAMASK ALL LINEN TABLE
CLOTH, choice design, size about 2 by 3 yds.)
6 LINEN SERVICETTES to match Cloth, 24 in. sq.
1 Durable WHITE IRON DAMASK TABLE
CLOTH, Ribbon Stripes Design, size 1 1/2 yds. sq.
1 Cotton Drawn Table Cloth, 60 in. sq.
1 KITCHEN TABLE CLOTH, Half Bleached,
62 in. sq.
1 Linen Cambric Drawn Tea Cloth, 22 in. sq.
1 Box TRAY CLOTH, 1 yd. Table Centre
All goods ready made. Marvellous value!
Be sure write now for Catalogue, POST FREE.

REGORD CURTAIN PARCEL 23/-
Postage Paid.
Contains 6 pairs
beautiful Curtains,
namely:—
4 pairs All same Rich Old Lace
Design, 5 yds. long, 60 in. wide.
2 pairs Good Quality Ecru
Linen Drawn, most successful
style, 5 yds. long, 60 in. wide.
Either parcel delivered POST-
FREE at above prices.
Greatest Bargains ever offered.

S. PEACH & SONS, Box 688 The Looms, Nottingham, England

IT IS WHAT YOU GET MORE
THAN WHAT YOU PAY. THE
DOUBLE STRENGTH MEANS
DOUBLE VALUE.

LOTUS MOKHA
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

H. RUTTONJEE & SON.

POST OFFICE

The Chiyuan, with the Mails from
London (via Siberia) of Tuesday, the
21st ult., and Wednesday, the 22nd ult., is
due to arrive here on Friday, the 14th inst.

MAILS CLOSE

MAILS CLOSE TO-DAY.
Formosa via Keelung, Japan
via Moji, Victoria B.O. & Seat-
tle, Wash (Europe via Canada)
—Per AKI MARU, 15th inst.,
5 p.m.

TO-MORROW.

Swatow, Amoy & Foochow—Per HAI-
YANG, 14th Aug. 10 a.m.
Japan via Nagasaki and Seattle—Per
MINNESOTA, 14th inst., 11
a.m.
Tientsin—Per CHEONGSHING, 14th
inst., 11 a.m.
Shanghai, N. China & Japan via Kobe
—Per YATSHING, 14th Aug.
11 a.m.

Philippine Is., Australia, Tas-
mania & New Zealand—Per
CHANG-SHA, 14th Aug. 11 a.m.
Shanghai & North China—Per CHINA,
14th Aug. 1 p.m.
Formosa—Per NORDINE, 14th inst., 4
p.m.

SATURDAY, 15th Aug.
Philippine Is.—Per LOONGSANG, 15th
inst., 1 p.m.
Shanghai & N. China—Per LIANG-
CHOW, 15th Aug., 5 p.m.

SUNDAY, 16th Aug.
Swatow, Amoy, Formosa via Tamsui—
Per DAIGI M. Aug. 16th 9 a.m.
Swatow—Per HAIMUN 16th Aug. 9 a.m.

TUESDAY, 18th Aug.
Swatow, Amoy & Foochow—Per HAI-
TAN, 18th Aug. 10 a.m.
Formosa via Keelung, Shanghai,
North China, Japan, via Nagas-
aki, Honolulu, United States,
South America and Canada via
San Francisco—Per MANCHURIA,
18th inst., 10 a.m.
Philippine Is.—Per CHINHUA, 18th
Aug., 2 p.m.

WEDNESDAY, 19th Aug.
Formosa via Keelung, Shanghai,
N. China, Japan via Nagasaki,
Victoria & Tacoma (Europe via
Canada)—Per PANAMA M.,
19th Aug., 2 p.m.

SHIPPING NEWS.

ARRIVED.

Daigi Maru, Jap. s.s. 890, Lokushige, 13th
inst.—Swatow, 11th inst. Gen.—
O. S. K.

Tamou Maru, Jap. s.s. 1,953, Kabayashi,
13th inst.—Ching-wan-tao, 6th
inst. Coal—M. & Co.

Nardness, Norw. s.s. 1,370, A. Angensen,
13th inst.—Pukow, Ballast—A.
Buns.

Eaang, Br. s.s. 1,127, W. P. Baker, 13th
inst.—Hongay, 11th inst. Coal—
J. M. & Co.

Himalaya, 3,700, W. W. Cooke, 13th inst.
Bombay, 29th ult. Gen.—P. &
O. S. N. Co.

E. of Japan, Br. s.s. 3,039, W. D. Hop-
craft, 13th inst.—Yokohama, 23rd
inst. Gen.—O. P. R.

DEPARTED.

August 13.
Taiwan Maru for Hongay
Mausang for Liverpool via Singapore
China for San Francisco via Shanghai
S. Richards for Foochow
Kwaibin for Shanghai
Sungkiang for Halphong via Holbow
Taisan for Shanghai via Tientsin
Teon for Iloilo via Manila
Ision for London via Manila
Eumress for London via Singapore

CLEARANCES AT THE HARBOUR OFFICE.

August 12.
Kwang Chau Wan for K. C. W.
Royal Prince for New York via Manila
Harima Maru for Salgen
Shinai Maru for Kobe
Huo for Halphong

August 13.
Laertes for Salgen
Aki Maru for Seattle
Albay for Manila
Jasan for Dainy via Shanghai
Benlamond for Yokohama
Taiyo Maru for Canton

PASSENGERS ARRIVED.

Per s.s. E. of Japan from Vancouver—
Mr & Mrs R. A. Don, S. J. Corry, A. Don,
W. O. Brown, R. G. Clayton, Thos. Coates, A.
Hemming, W. Manson, Capt & Mrs W.
A. Moore, S. Komer, Mr & Mrs Haselwood,
Mrs Brunsing, Capt M. J. Lewis, Capt E. R.
O. Walker, L. R. O. Gardun, E. Segar, Maj &
Mrs Wenborn, F. E. Haselwood, Mr & Mrs
Hollyock, U. O. Gogo, Mrs & Miss Lawder,
O. F. Cheung, L. D. Hargis, C. F. Brantigan,
Miss D. B. Webster, Mr & Mrs H. Guerlain,
Mr & Mrs Chan Pen, H. O'Brien,
Jan Backlund, Lin Tin, Chen Kung, Han
Yow, Yu Leon, Leong Foon, J. Kasaris,
Dr E. Sarma, E. Saul.

PASSENGERS EXPECTED.

Per s.s. Kashima Maru from London—
Mr & Mrs Chung Yan-woo, Miss T. H.
Chung, Yan-woo, T. Barnshaw, Ching,
Miss Kikkawa, M. J. Baillie Guthrie,
Miss L. Baillie Guthrie, Dr N. Yamamoto,
Dr K. Hayashi, Miss J. Fowler and Mr K.
Ochiai.

SHIPS PASSED THE CANAL.

London, 21 July.
Arrivals from China—Agapenor, P.
Ludwig, Arabia, Nordener.
The following vessels have passed the
Canal—Brazil, Cordillera, Goeben, Hi-
tachi Maru, Indral, Kashima Maru, Ni-
pon, Orestes, Siam.

London, 24 July.
Arrivals from China—Africa, Cathay.
The following vessels have passed the
Canal—Perseus, Phenix.

London, 25 July.
Arrival from China—Hitchi Maru.
The following vessels have passed the
Canal—Benary, Canton, Glenroy, Ma-
chaon, Myrmidon, Nubis, Peking, Svor-
on, Sithonis, Nellore.

London, 27 July.
Arrivals from China—Achilles, Bras-
silia, Challenger, F. Bulow, Goeben.
The following vessels have passed the
Canal—Miyazaki Maru, Aomori, Rick-
mers-Helgoland Deaulion, Keamun.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c,
ALEXANDRA CAPE.

WEATHER REPORT.

On the 13th at 11.45.—Pressure is still
highest over Japan. It is nearly station-
ary along the coast from Shanghai to
Cape St. James, but has decreased
moderately over Formosa and N. Luzon.

At 8 a.m. this morning the typhoon was
in about latitude 20° N. and longitude 124°
E. travelling N.W.

Hongkong Rainfall for the 24 hours
ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbour- hood.....	W. to N.W. winds, moderate; fine.
2 Formosa Channel.....	Northerly gale.
3 South coast of China be- tween H.K. and Lamoocks } as No. 1.	The same
4 South coast of China be- tween H.K. and Hainan } Light or variable	winds.

China Coast Meteorological Register.
12th Aug. a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds.	Force.	Weather.
W'atsook	7a	29.81			W	2	
Nomuro	6a	29.81				0	
Hakodate		29.83				0	
Tokio		29.84				0	
Kobe		29.84				0	
Nagasaki		29.84				0	
K'angai		29.84				0	
Oshima		29.77			no	2	
Naha						0	
Ishijima						0	
Bonin Is.		29.69				3	
Choshi						0	
Whalew		29.77	77	95	ese	1 cm	
Hankow							
Ichang							
Kiukiang							
Changsha							
Shanghai		29.76	75	80	se	1 br	
Quidaf		29.75	78	80	se	1 bo	
Shang P.	7a	29.75	78	80	se	2	
Amoy	6a	29.67	78	86	w	2 b	
Swatow	6a	29.73	77	91	sw	1 c	
Taihou	5a	29.68				4	
Taihu		29.65			no	2	
Taiwan		29.65				0	
Kashan		29.65				0	
P'oots		29.62				8	
Canton	6a	29.72	79	91	se	1 c	
H'kong	6a	29.72	80	84	se	0	
Gap Rock		29.69			asw	3 c	
Macao		29.70	80		sw	1 c	
Wuchow	9a						
Peihai							
Phu Lien	6a	29.75	79		sw	2 c	
Tourane		29.72	79		sw	2 b	
O. St. J.		29.77	75		sw	4 c	
Aparri		29.59	78		sw	2 c	
Manila		29.67	81		sw	3 c	
Legapi							
Hollo	6a	29.53	79		sw	2 c	
Baselod						2 of	
Cebu		29.70	82			W	3 c
Labuan		29.84	84				

T. P. CLAXTON, Director.

Hongkong Observatory, Aug. 12.
1 Barometer, reduced to 32 degrees
Fahrenheit on the level of the sea in in-
ches, tenths and hundredths.
2 Temperature, in the shade, in degrees
Fahrenheit.
3 Humidity, in percentage of saturation,
the number of air saturated with mois-
ture being 100.
4 Direction of Wind, in two points.
5 Force of Wind, according to Beaufort
Scale.
6 State of Weather, b blue sky, c de-
tached cloud, d drizzling rain, f fog, g
gloomy, h hail, l lightning, o overcast, p
passing showers, q squally, r rain, s snow,
t thunder, v visibility, w dew wet.
8 Rain, in inches, tenths and hundredths

METEOROLOGICAL.

Previous.
Day On date On date
at 9 p.m. at 6 a.m. at 9 p.m.
Barometer 29.73 29.72 29.67
Temperature 88 80 87
Humidity 85 84 70
Wind Direction W W W
Force 0 0 2
Weather c o c
Rain 0 0 0
Highest open air temperature on the 13th 89
lowest

H.K. Observatory, 12th August.
T. P. CLAXTON, Director.

MAIL STEAMERS

THE PENINSULAR AND ORIENTAL S. N. CO. ENGLISH MAIL.

Will despatch VESSELS to the Undermentioned PORTS on or
about the DATES named:—

For	Steamers	To Sail On	Remarks
LONDON, via Us- ual Ports of Call			
LONDON & ANT- WERP via Singa- pore, Penang, Cebu, Port Said, & Marseilles			
SHANGHAI, MOJI, Kobe & YOKO- HAMA			
SHANGHAI	Himalaya Capt. W. W. Cooke R.N.R.	about 13th Aug.	Freight & Passage

All the above steamers are fitted with Wireless Telegraphy.
For Freight or Passage, apply to

P. & O. S. N. Co.'s office,
Hongkong, 7th Aug., 1914.
E. A. Hewett,
Superintendent.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM
JAPAN via SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM
EUROPE via SUEZ CANAL.

For Steamers
Cordillere
Polynesien
To sail

SHANGHAI, KOBE AND
YOKOHAMA

MARSEILLE via PORTS
Amazona
Paul Lecat

ALL STEAMERS FITTED WITH WIRELESS
Transferring on the Co.'s Steamers at Colombo, for Calcutta, Bombay and
Australia, at Port Said for the Levant, Constantinople and Black Sea.
Through tickets to London via Paris by rail.
Circular tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa
delivered here.

For further particulars apply to,
P. THOMAS
Agent.

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN-SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSTA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe.

CHINASailing WEDNESDAY, 12th Aug. at noon
MANCHURIA TUESDAY, 18th Aug. at 1 p.m.
MONGOLIA TUESDAY, 15th Sept. at 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of
the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous
caterer. Large staterooms, equipped with electric fans and running water. Berths
equipped with electric reading lamps. Numerous amusements—bill water, swimming
tank, billiard table, deck games, dances, etc.—not a dull moment throughout the trip.
The Safety and Comfort of Passage is Our First Consideration.

For further information, rates, literature, etc., apply to
King's Building (Opposite Blake Pier) R. C. MORTON,
Agent.

Panama-Pacific International Exposition, San Francisco 1915. Telephone No. 141

TO SAIL

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ
CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

For freight and passage apply

ARNHOLD KARBERG & Co.
General Agents.

Printed and Published for the Proprietors, by George William
Coles Barrett at 11, Los House, in the City of
Victoria, Hongkong.

REGULAR STEAMSHIP SERVICE.

Proposed Sailing from Hongkong
For NEWYORK

S.S. "ST. ECBERT"

on or about 25th August
For Freight and further information apply to

DODWELL & CO., LTD
Agents.
Hongkong, July 28th, 1914.

"GLEN LINE"

(McGREGOR COW & Co.) Ltd.
For London & Antwerp

Sailed Hongkong to London 24th
For freight or passage, apply to

SHEWAN TOMES & Co.
Agents.
Hongkong, 28th July, 1914.

FREE HANDBOOK.
Please send me a Free Copy of
Hints on Sore Throat.
Name.....
Address.....
A. Walling & Co., 10, Queen's Road, Hongkong.
P. 23/155.